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American Railroad Journal.

New York, Saturday, September 13, 1873.

Railroad Safety Devices.

A device for decreasing danger is mentioned by a Des Moines correspondent of the *New York Tribune*, in discussing the late horrible slaughter on the Chicago and Alton Railroad, in Illinois. This writer claims that there are some important lessons to be learned from that catastrophe. He particularly notices that although both trains seem to have been running at full speed at the time the collision occurred, and neither discovered the other in time to check its momentum in the least, it is a remarkable fact that very few passengers were injured in any way but by scalding, and that the regular passenger coaches and sleeping cars of the express train remained on the track uninjured. He believes that the fact that there was no "telescoping" and consequent destruction of life is due to two precautions which he noticed recently when riding over the Alton Railroad. The first of these is that every passenger coach and sleeping car on the train was supplied with improved safety platforms, some kind of which ought to be used on every passenger car on every railroad, and the other is that the coaches are fastened together by means of bolts, which make the train one solid mass, so that the shock of the collision was distributed evenly through all the cars. The Pullman car conductor says that the ends of the car rose up a short distance, but fell quietly back to the track, when the passengers walked out upon the platforms. The correspondent therefore suggests that this incident shows that one of the terrors of railroad accidents, namely, "telescoping," may be prevented by safety platforms and the proper coupling of cars. Whatever may be the force of this suggestion, it is the duty of railroad companies to take advantage of all modern improvements which tend to lessen the dangers of railroad travel and mitigate calamities when they occur.

NOTICE TO INVESTORS.

The attention of the investing public is called to the limited remainder of the NORTHERN PACIFIC RAILROAD SEVEN-THIRTY LOAN. The unsold balance will be soon absorbed by current sales, after which the Company has resolved to issue only six per cent. bonds.

There are now more than 500 miles of the road in regular operation, with a growing traffic; surveys and construction are progressing satisfactorily; the survey prosecuted the present season, in connection with the Stanley military expedition, has resulted in the location of an excellent line through Western Dakota and Eastern Montana, and the company has advertised for proposals for grading and bridging the Yellowstone Division, extending 205 miles from Bismarck, at the crossing of the Missouri River to the crossing of the Yellowstone, in Montana. The Company's lands (amounting to more than 20,000 acres per mile of road) are selling to settlers at an average price of nearly $6 per acre, and the proceeds of land sales constitute a Sinking Fund for the repurchase and cancellation of first mortgage bonds.

The Company's seven and three-tenths per cent. gold bonds, the last of which are now offered, yield nearly 8½ per cent. per annum at the present price of gold.

All marketable securities are received in exchange at current rates, and full information furnished on inquiry.

JAY COOKE & CO.,
No. 20 Wall-st., New York.

☞ Charles Shaw has been elected President and George Hamilton Treasurer of the Newport and Dexter Railroad Company.

English and American Iron Production.

"The British Iron and Steel Institute, an association of iron makers, furnacemen and inventors, of which Mr. Bessemer is an officer and ex-president, and which is now presided over by Mr. J. Lothian Bell, held its last annual meeting at Liege, in Belgium, and the detailed reports of its proceedings show that there is an unusual interest in the iron industry at this time. It is an innovation for so influential and dignified a body to convene in a foreign territory; but it is even more significant to find in the proceedings that an invitation from the American Iron and Steel Institute, through its president, to hold its next annual session (1874) in Philadelphia has been accepted. It must be obvious to the dullest that, by some cause or other, America is becoming one of the great iron making powers of the world.

Dear fuel and dear iron in England give America an opportunity we never yet have had. In New York State, Pennsylvania, Virginia, West Virginia, Kentucky, Missouri Michigan, and New Jersey are vast deposits of iron ores. In most of these States coal is also to be found near the ore. In Virginia and West Virginia, in particular, there is trustworthy evidence that there are on one flank of the Alleghanies deposits of iron ore rising into cliffs 75 feet high, easily loaded into cars; while on the other flank, in the Kanawha Valley, are the richest coal seams in the world, embracing varieties of fuel, one of which can be used in the farnace in its raw state, while the others are serviceable for steam generation, gas, and general purposes. The ore beds are now connected by the Chesapeake and Ohio Railroad, a line of low grades, and admirably fitted for a large mineral traffic, commanding as it does both Eastern and Western markets. A thousand furnaces might safely be erected along the westernmost 300 miles of this road without fear of successful competition by either foreign or domestic makers."—*N. Y. Tribune.*

☞ The Union Pacific Railroad Company sold during the month of August, 1873, 22,873 65-100 acres, of land, at an average price of $6 90.7 per acre, amounting to $157,994 24. The sales averaged 89 7-10 acres to each purchaser. Total sales to Sept. 1, 1873, 779,518 22-100 acres at an average price of $4 45 per acre, amounting to $3,468,480 77.

☞ The earnings of the Erie Railway Company for the week ending Aug. 31, 1873, were $441,581, and since July 1, $3,459,954—an increase over the corresponding period of the previous year of $287,751.

Chicago, Burlington and Quincy R. R.

The earnings of this road for the twelve months ending April 30, 1872, and the eight months ending December 31, 1872, were as follows:

	Twelve months ending April 30, 1872.	Eight months ending Dec. 31, 1872.
From passengers...	$1,724,543 72	$1,243,321 67
" freight.....	5,299,873 96	3,814,067 13
" miscellaneous.	344,562 48	332,519 91
" Burlington Br.	185,594 90	134,822 14
	$7,554,575 06	$5,524,730 85
Expenses, viz:		
Repairs of track....	$1,080,038 82	$722,110 42
" bridges.....	134,902 51	88,278 85
" buildings...	90,872 36	43,909 70
" fences.....	22,224 68	14,104 85
" docks	4,284 73	166 95
" locomotives.	518,858 11	285,386 62
" cars.....	479,719 69	330,476 73
Loss and damage....	49,989 76	57,734 04
Fuel consumed.....	441,001 79	302,270 32
Stationery, etc.....	54,373 59	30,023 84
Oil and waste	81,164 41	50,108 56
Foreign agencies....	73,922 82	37,046 49
Train service.....	334,994 52	241,578 13
Engine "	444,105 51	311,580 86
Station "	496,967 72	350,757 15
Water "	58,369 43	40,942 13
Operating and maintaining Burlington bridge.....	11,497 27	2,692 20
General expenses ...	310,597 71	189,835 67
The Chicago fire.....	29,824 00	.....
	$4,717,709 48	$3,099,003 51
Earnings less exp...	$2,836,865 58	$2,425,727 34
Add balance April 30, 1872.....		2,092,735 01
Total		$4,518,462 35
From which deduct—		
Rent of tracks.....	$10,418 06	
Interest and exchange...	45,629 10	
Interest on bonds.....	616,715 52	
State and county taxes..	109,287 61	
United States taxes.....	495 31	
Dividend Sep. 16, 1872..	932,645 00	
		1,715,190 65
Leaving balance to credit of income account, December 31, 1872.....		$2,803,271 79

It will be seen that the gross earnings of the company for the eight months ending December 31, 1872, were $5,524,730 85; and that the operating expenses, including taxes were, $3,208,786 43; leaving net earnings $2,315,944 42; from which deduct amount of interest paid on bonds, $616,715 52, leaving a balance of $1,699,228 90; out of which have been paid: dividend No. 24, $932,645; rent of track, $10,418 06; interest and exchange, $45,629 10—leaving of net earnings for the eight months to the credit of income account $710,536 74. To which add surplus at the commencement of the year, $2,092,735 01—making the surplus to credit of this account $2,803,271 75. The amount to the credit of sinking fund, taken from earnings of previous years, is $1,179,744 88, which added to income credits, makes the amount of surplus $3,983,016 63. The gross earnings exceed those of the corresponding eight months of last year $75,833 72, and the net earnings exceed those of the corresponding period of last year, $121,718 12. The president in his report says:

In consequence of the large amount of statistical information required for the State authorities, and for other purposes, on the first day of January in each year, your directors thought it an economy of time and expense to change the time of closing the fiscal year to the 31st of December, which—in pursuance of their recommendation to that effect—was accordingly done at your last meeting. This report, therefore, of the transactions of the company, and of its affairs, will cover a period of eight months, ending with the calendar year.

The average number of miles of road operated from May to December, inclusive, was 787—an increase over the average of the previous year of 26 miles.

There has been an increase in the number and mileage of passengers carried during the last eight months, over the corresponding period of the previous year, and a part of the increase of gross earnings has been made upon the passenger traffic; and the amount of freight transported during the same period is also in excess of the amount transported during the like period of the previous year.

From the above statement of operating accounts it will be seen that the gross earnings for the last eight months were $5,524,730 85, and that the operating expenses, exclusive of taxes, were $3,099,003 51. During the like period of the preceding year, the gross earnings were $5,448,897 13, and the operating expenses $3,226,519 19, showing an increase in the gross earnings over the corresponding months of last year of $75,833 72, and a decrease in operating expenses of $127,515 68. Indeed, the actual net earnings are in excess of those for the same period of the previous year by $203,349 40; but, while the taxes of the year have not been greater, the amount paid during this part of the year was $81,631 28 more than for the like period of the previous year; so that, including taxes paid each year, the increase of net earnings over those of the corresponding period of the previous year are $121,718 12.

The percentage of operating expenses to gross earnings, during the last eight months, has been 56.09 exclusive of taxes, and with taxes included, 58.08 per cent; while for a like period of the previous year, the percentage was 59.21 without taxes, and including taxes, 59.73. The excess of taxes paid over those of the same period of the previous year, was 1.48 per cent, and the decrease of the operating expenses over the like period of the previous year, exclusive of taxes, was 3.12 per cent of the gross earnings.

The capital stock of the company remains about the same as at the date of the last report; and from the foregoing exhibit of the operating accounts, it appears that the net earnings of the road for the last eight months, above operating expenses, taxes, and interest on the bonds of the company—not including interest on bonds of branch roads—have been equal to $10 41; and including interest on bonds of branch roads, to $8 80 per share of capital stock. The entire gross earnings for the whole road have been at the rate of $7,019 99 per mile for the eight months. It will be seen that there has been a very considerable increase of earnings, per share and per mile, over those of the preceding year.

It will be recollected that these eight months, from May to December, inclusive, cover the season of navigation upon the lakes, and during a period when all the thoroughfares by rail and water, from Chicago to the seaboard, are open to receive the business brought into Chicago by your road. These are also the months when it is expected that the traffic of the road will be greater, and the cost of transportation comparatively less, than during the remaining months of the year, when both the track and the traffic of the road are more or less affected by the frosts and snows of winter.

The month of May opened with an immense grain freight upon the line, with every prospect that it would find its way to market before the close of the year; but the low price, the lack of transportation, both by rail and the lakes, and the impossibility of getting grain through the elevators at Chicago, which were closed much of the time by the holders of grain who found it for their interests neither to sell nor ship—thus preventing the receipt of grain in Chicago, and the frequent corners in oats, wheat and corn in Chicago during the Summer—have all had their effect upon the business of the road, and to a large extent prevented the movement of grain. The result is, that a large part of the crop of 1871 in the country along and tributary to your line, has yet to be moved; and this, added to the late harvest—equally abundant with that of the previous year, tax to the utmost the freight equipment of the road.

The amount of stock transported during the last year has been unusually large, and will continue to be, especially for the remaining winter months. There have been brought into Chicago by the various railroads, during the last year, 684,075 head of cattle, of which your road carried 243,458. Out of 3,252,623 hogs brought into Chicago during the year, your road brought 985,145.

The amount of business to and from the Western connections has been in about the same proportions to the whole business of the company as during the previous year. While with some of those connections there has been a very considerable decrease in the amount of business, in others there has been a large increase.

The diminution of business from the Missouri connections has been, perhaps, more than made good by the Iowa and Northwestern connections.

The earnings of the road on the business to and from the Hannibal and St. Joe Railroad, for the last eight months, have been:

Freight	$368,602 96
Passenger	153,996 02
	$522,598 98

During the same period, the earnings on the traffic to and from the Burlington and Missouri River Railroad have been:

Freight	$637,284 55
Passengers	218,155 36
	$855,439 91

an increase on the latter road, and diminution on the former.

A reference to the detailed statement of the business results and condition of the branch roads, contained in the last report, will furnish all requisite information in reference to those branches, It may be stated, however, that there has been a steady increase in the business on these several branches.

Attention is called to the Chicago and Iowa Railroad, extending from Aurora to Forreston—eighty miles.

The stock of that company is $1,328,000, of which your company owns one-half.

Its bonded indebtedness is $1,750,000, bearing eight per cent interest, making the annual interest thereon $140,000.

The track was completed, and the road partially opened for business, early in the year; but the business of the Illinois Central Railroad, and through trains from Chicago to Dubuque, via the Illinois Central, were not put upon it until about the first of July. From July to December, both inclusive, the gross earnings of the road have been $269,073, while the interest on its bonded debt for the same period amounts to $70,000, showing that the company has in this road a valuable property.

The Chicago and Rock River Branch is now completed, and, although not opened for business until the middle of October, and notwithstanding the fact that there has been but little movement in grain, it has furnished a very considerable business for the Main Line.

Since the first of May last the double track between Riverside and Aurora has been completed including the iron bridge across Aux Plaines river at Riverside, the track ballasted and put in a first-class condition.

The length of double track—all of which is between Chicago and Mendota—is 61½ miles; 6¼ miles of new side-track have also been constructed at various points on the line. In the renewals of track on the Main Line, steel has been substituted for iron; and the excess of the cost of steel over

iron used during the eight months, constitutes the largest item of expenditure on account of construction, 79 22 miles of steel rail have been laid in the track during the eight months, making the whole number of miles of steel rails now in the track 134.15.

The Illinois Grand Trunk Extension was completed to Clinton and opened for business in July. Surveys have been completed, and every preparation made to proceed with the erection of a bridge across the Mississippi River at that point, so as to bring your road into connection with the Chicago, Clinton and Dubuque and the Chicago, Dubuque and Minnesota roads. This bridge will be constructed by a Bridge Company, and it is expected that the work will progress as fast as may be with economy.

The Chicago and Rock River Road has been well constructed. The station buildings are completed, and the road fenced throughout its entire length, and only ordinary expenditures will be required for the future.

There has been a considerable expenditure in the purchase and improvement of additional depot grounds, at Burlington. Some additional ground may be required at this place to accommodate the business of the company, but not in a large amount.

During the eight months 17 engines have been purchased, making the total number 209 now upon the road.

The equipment of the road has been added to by the construction of 4 passenger and 166 freight cars; 32 platform and coal cars; 7 drovers' and cabcose cars; 14 hand and 16 rubble cars, making the total equipment of the road at the close of the year:

Engines 209; passenger cars 88, inspection car 1, pay car 1, baggage, mail and express cars 44, freight cars 2,716, coal and flat cars 1,002, drovers' and conductor's cars 89, dump cars 40, tool cars 3, pile driver 1, hand cars 282, rubble cars 244.

While your road is as well, and perhaps better equipped, than other Western Roads, having 4.64 freight cars per mile; yet the Freight Equipment is not adequate to the business which offers, and especially during the season of navigation.

It is the purpose of the company to add about 500 freight cars to its present equipment before the first of May. The acquisition of the Burlington and Missouri River Road may necesitate some additions to be made to the passenger equipment, but not to any considerable extent. The principal expenditure that will be required for the ensuing year, will, of course, be upon the track, and in the substitution of steel for iron. It is expected that about 70 miles of iron on the Chicago, Burlington and Quincy Railroad proper will be replaced with steel during the ensuing year, aside from the amount that may be required on the Burlington and Missouri River Road elsewhere mentioned.

The entire road is now under fence.

The usual amount of ballasting has been done during the Summer and Fall, and both the road and equipment, notwithstanding the large amount of traffic, are now in good condition—better than at any former period. The substitution of steel for iron is permanently improving the track and diminishing the cost of the annual maintenance. With the exception of some possible expenditures on account of the construction of a passenger house for the accommodation of the company's business at Chicago, and the items we have already named, it is not thought that there will be any considerable amount required on account of construction during the year. It has been the policy of this company hitherto to keep its track and equipment in the best practicable condition. Economy and the convenience and safety of the public require this; and such expenditures as are necessary in this regard are to be expected, though it is hoped they may be less for the ensuing than for the past year.

In the consolidation of the railroad and property of the Burlington and Missouri River Railroad Company with your own (subsequently mentioned) in order to equalize the share values of the Stocks of the two Companies, instead of adding to the Capital Stock for that purpose, the company issued its seven per cent bonds to the amount of $4,668,225, which were distributed among the Stockholders *pro rata* as of the 31st of December, 1872.

In order to meet the expenditures previously incurred in the extension of the Prophetstown Branch to Clinton, and in completing the construction of the various other Branches, your company sold its seven per cent. Bonds to the amount of $1,600,000, and the bonded debt of the company has been accordingly increased by these amounts since the last report.

The Capital Stock has been increased by the issue of thirty shares to a foreign Stockholder, which was a part of the issue of stock authorized by the Board, August 19th, 1871, and which, in consequence of his absence from the country, had not previously been issued.

By reference to the Treasurer's Report, General Account A, it will be seen that the permanent investment of the company, on the 31st of December, 1872, on account of—

Construction, equipment, cost of Branch Roads, Railroad Bonds, Stock and Materials for future use, was.....		$41,568,699 99
Capital stock.....	$18,652,910 00	
Bonded debt, bearing interest.....	11,346,225 00	
Scrip issued to pay for Northern Cross Road from Galesb'rg to Quincy, not bearing interest..	152,250 00	
Amount due Bondholders Northern Cross Road, as per settlement with them.	256,206 95	
Amount of bills and accounts payable over bills and accounts receivable, and cash.....	162,614 18	
Amount contingent liabilities for b'ds on Branch Roads, upon which liability primarily rests	6,756,000 00	
		37,326,236 13
Leaving a surplus of.....		$4,262,463 86

In the above statement, taken from the treasurers report, there is included that part of the original cost of the property which has not hitherto been represented in the accounts by either stock or bonds.

It is known to the Stockholders that the purpose of uniting the Burlington and Missouri River Railroad with your own, so long in contemplation, has been accomplished. The Roads and properties of the two companies are now substantially one by nearly the unanimous consent of the Stockholders of the two corporations. Conveyances necessary to vest the title of the property of the Burlington and Missouri River Railroad Company in your company, aside from the railroad, have been executed and delivered. The railroad and appurtenances have been transferred, and are now held under the form of a lease in perpetuity, which it is expected will, at an early day, be superseded by an absolute consolidation, when the stock certificates, now held by the Stockholders of the Burlington and Missouri River Railroad Company, will be called in, and those of the Chicago, Burlington and Quincy Railroad Company substituted therefor.

On the last day of the year your company took possession of the railroad and property of the Burlington and Missouri River Railroad Company, and assumed its liabilities and obligations. From and after that date the railroads and properties of the two companies are to be operated and treated as one.

The Stockholders, doubtless, are already aware that the Burlington and Missouri River Railroad, with its Main Line and Branches, throughout their entire length, traverse a section of country in every agricultural resource equal to the best in the State of Iowa. The soil is rich and productive, and adapted to the raising of corn, wheat and oats—the main productions of the West. It is well watered, and suited to the growth and feeding of stock, which has already become one of the leading interests of that State. Stone and coal are in abundance on the line of the road. The east one-third of the State is quite thickly populated, and the land well under cultivation. The balance of the country along and tributary to the line, and upon the branches, is comparatively new, sparsely settled, and not more than one-fifth of the land presently producing. The lands of the company, however, are being sold; the population is increasing, and the time is not distant when the traffic to and from this immense tract of country tributary to this road will be large and of much value.

The acquisition of this road, extending as it does from Burlington to the Missouri River, connecting with the Union Pacific at Omaha—and at Omaha, Plattsmouth, and Nebraska City, brought into connection with the Railroad system of Nebraska, and by its branches and connections reaching the eastern terminus of the Kansas Pacific, the Atchison, Topeka and Santa Fe, and the system of Kansas roads, thereby, with your road, forming channels of commerce and highways to the country west of the Missouri and to the Pacific, not likely to be broken or interrupted—cannot fail to add largely to the permanent value of the combined property of the two companies.

By the union of these two interests an eastern terminus is made at Peoria, where your road is brought into connection with the system of railroads under the management of the Pennsylvania Central Railroad Company, and other roads, thence to the Atlantic seaboard, avoiding delays and expense of handling, and giving a haul between Peoria and the Missouri River of four hundred miles. While, with the other arm, it terminates at Chicago, where it makes connections with the great roads reaching to the seaboard by the more northerly routes, giving an outlet to your traffic, and affording transportation between Chicago and the Missouri River over a distance of five hundred miles. This great Through Line, under one management, it is believed, can be effectively and economically operated, and afford facilities and accommodations to the general public equal to any other leading into the West.

The road is well constructed, but like all new roads has in it a large number of wooden bridges and culverts, which will need to be renewed from time to time with masonry and iron. They are generally short and inexpensive, but the large number of them will aggregate a considerable amount to be included in the cost of the annual maintenance of this part of the road. The iron on the greater portion of the road is in good condition; some renewals, however, during the coming year, will be needed. It is estimated that about thirty miles of iron should be replaced with steel during the ensuing year.

An abstract of a statement by the assistant treasurer of the Burlington and Missouri River Railroad Company, of the property and assets of that company, transferred on the 31st of December, and of the amount and character of the liabilities assumed by this company is herewith printed:

ASSETS.

Construction of 443.99 miles of road and appurtenances, including sixteen miles of leased roads.....	$14,042,188 57
Equipment.....	2,108 137 54
Materials.....	109,118 91
Bills receivable for land sold.....	1,787,409 02
Value of land unsold, estimated...	1,588,597 04
Total.....	$19,635,451 08

LIABILITIES.

Capital stock, including stock of Branch Roads		$7,397,672 76
Road bonds, 7 p. ct.	$2,600 00	
Land Grant and road mortgage bonds, 7 per cent	5,058,350 00	
Con. bonds, 2d series 7 per cent	600,000 00	
Con. bonds, 3d series 8 per cent	693,000 00	
Con. b'ds, 1879 series 8 per cent	438,000 00	
Con. b'ds, 1894 series 8 per cent	412,500 00	
Con. b'ds, 1889 series 8 per cent	506,500 00	
		7,710,950 00
Bills and accounts payable and receivable		439,821 85
Balance represented by surplus to credit of income account		711,000 41
Land Grant including lands unsold and balances due on account of sales, valued at		3,376,000 00
Total		$19,635,451 08

Among the items of indebtedness assumed by this company, as shown by the above statement, are included what are termed Land Grant and Road Mortgage Bonds, amounting to $5,058,350 bearing seven per cent interest. These bonds are secured by a mortgage upon the railroad and property of the company, and in addition thereto upon the Land which the company received from the Government to aid in the construction of their road amounting in all to 359,708.45 acres. Of these lands 183,243.23 acres have been sold at an average of $11.79 per acre, aggregating $2,234,913 86, of which $1,787,409 02 still remain unpaid, and draw interest at six per cent. Should the balance of these lands sell at the same rate per acre, the total amount which will be received will be $4,335,848 86.

The entire net proceeds from the sale of these lands, by the terms of the mortgage, go to establish a sinking fund with which to retire what are called in the above statement "Land Grant and Road Mortgage Bonds." With this explanation, and by an examination of the above statement, you will understand the amount and character of the property acquired with the Burlington and Missouri River Railroad, and the extent of its liabilities.

The following statement exhibits a summary of the combined assets and liabilities of the two companies as consolidated at the date of this report, in reference to the management and conduct of which future reports will treat.

SUMMARY STATEMENT.

Permanent investment		$61,204,151 07
Capital stock	$26,050,582 76	
Bonded debt (including branches)	25,813,185 00	
Scrip	152,250 00	
Due Northern Cross bondholders	256,206 95	
Bills and accounts payable and receivable balance their accounts	602,466 03	
		52,874,680 74
Surplus		$8,329,470 33

SURPLUS ACCOUNTS.

Sinking fund	$1,179,744 88
Income account	3,514,272 16
Suplus fund	259,447 23
Land Grant, etc	3,376,006 06
	$8,329,470 33

A statement of the operating results of the Burlington and Missouri River Railroad for the last year, will not be expected in this report.

In conclusion, we may state, in reference to the business of the Chicago, Burlington and Quincy Railroad proper, that for the period covered by this report, it has been large and reasonably remunerative; and had it not been for the low price of grain, and the impossibility of finding an adequate outlet for traffic to the Eastward, its magnitude and results would have met the most sanguine expectation.

The business for the ensuing year will be larger on the respective divisions of the consolidated road, both East and West of the Mississippi, than it has been in any previous year; and provided an eastern outlet can be had for the traffic, it will be measured only by the facilities at the command of the company to handle it.

The company have 209 locomotives, 25 twelve-wheel and 62 eight wheel passenger coaches; 15 twelve-wheel and 29 eight-wheel baggage, mail and express, 1 pay, 1 inspection, 2,716 house freight and cattle, 1,002 platform and coal, 89 drovers' and conductors', 40 dump, 3 tool, 1 pile driving, 244 rubble, and 282 hand cars.

Number of miles run by locomotives on passenger trains, 1,027,620; on freight trains, 1,517,271; on miscellaneous trains, 959,074—total, 3,503,965. Cost per mile run for repairs, 8.42; for oil and waste, 0.74; for fuel, 10.80; for engineers, etc., 7.37—total, 27.33. Miles run to pint of oil, 14.01; to ton of coal, 40.83.

GENERAL ACCOUNT, December 31, 1872.

Capital stock		$18,652,910 00
Funded debt, ($11,498,475) viz:		
Trust mortgage convertible sinking fund 8 per cent bonds, payable January 1, 1883		150,000 00
Trust mortgage inconvertible sinking fund 8 per cent bonds, payable January 1, 1883		2,592,000 00
Trust mortgage 7 per cent bonds, payable October 1, 1890		680,000 00
Seven per cent bonds, payable January 1, 1896		6,983,225 00
Second mortgage bonds issued on account of Northern Cross road, payable at Frankfort-on-the-Main, interest at 4½ per cent to July 1, 1875, and at 4 per cent from July 1, 1875, to July 1, 1890		941,000 00
C., B. & Q. scrip of 7 semi-annual installments of $21,750 each payable July and January at Frankfort-on-the-Main, issued on account of Northern Cross R. R.		152,250 00
Amount due under decree of Court forclosing the mort. on the N. C. R. R., not yet called for by the bondholders, and therefore retained by order of the Court		256,206 95
Contingent liabilities viz:		
American Central Railroad bonds.		736,000 00
Peoria and Hannibal R. R. bonds		600,000 00
Keokuk and St. Paul R. R. bonds.		100,000 00
Dixon, Peoria and Hannibal Railroad bonds		800 000 00
Carthage & Burlington R.R. bonds		600,000 00
Quincy & Warsaw Railroad bonds.		800,000 00
Ottawa, Oswego and Fox River Valley Railroad bonds		1,260,000 00
Illinois Grand Trunk R. R. bonds.		960,000 00
Unclaimed dividends	$2,073 00	
Unpaid accounts and pay rolls	419,387 22	
Due agents and connecting roads	56,706 92	
Bills payable	1,203,657 46	
Sundry accounts	46,325 14	
		1,728,149 74
Sinking fund		1,179,744 88
Income account		2,803,271 75
Surplus fund		259,447 23
		$43,134,205 55

Construction		$18,160,149 16
Equipment		5,854,887 73
Balance of cost of Northern Cross Railroad		270,000 00
		$24,281,036 89
Cost of Branch roads:		
American Central Railroad		1,375,245 18
Peoria and Hannibal Railroad		968,962 41
Keokuk and St. Paul Railroad		1,475,587 14
Dixon, Peoria and Hannibal R. R.		965,080 61
Carthage and Burlington Railroad.		823,799 30
Quincy and Warsaw Railroad		932,343 48
Ottawa, Oswego and Fox River Valley Railroad		1,599,652 89
Dixon and Quincy Railroad		79,929 47
Illinois Grand Trunk Railroad		1,451,736 69
Chicago and Rock River Railroad.		720,000 00
Northern Cross R. R., balance cost	$2,147,940 00	
Peoria and Oquawka R. R. balance cost.	1,390,110 00	
Lewiston Branch construction	600,000 00	
		4,138,050 00
C. H. Force & Co		25,348 82
Burlington & Missouri River Railroad Accretions		20,365 48
Chicago and Iowa Railroad stock		664,000 00
Pullman Palace Car Company		137,200 00
Burlington & Missouri River Railroad stock		1,230,400 00
Union stock yards and Transit Company stock		12,500 00
Chicago teams		6,600 00
Material on hand for future use		660,861 63
Due from accounts and bills receivable	$905,005 92	
Due from P. O. depart.	67,284 81	
Due from agents and connecting roads	123,907 97	
Amount in New York, Boston and Treasury	479,306 86	
		1,565,505 56
		$43,134,205 55

The extension of the road from Prophetstown to East Clinton, 17½ miles, was opened for business July 23, 1872. The Chicago and Rock River Road was opened for business from Shabbonas to Rock Falls, 46½ miles, October 16, 1872. The total number of miles operated by the company April 30, 1872, was 761½; and on the 31st of December, 1872, 825 miles—an increase of 64 miles. The average number of miles operated during the eight months ending December 31, 1872, was 787.

The whole tonnage moved over the entire line exclusive of company, I., C. & C., D. & M. freight was 1,342,210 tons. Number of tons hauled one mile, 183,695,032. Average earnings per ton per mile, .218 cents.

The number of passengers carried (exclusive of mileage and season) was 1,087,029; of these 532,469 went west, and 554,560 east. Total mileage of passengers, 40,961,855; average do., 37.68.

President.—JAMES M. WALKER.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, John N. Denison, John A. Burnham, and James M. Walker.

Chairman of Board.—JOHN N. DENISON.

General Superintendent.—ROBERT HARRIS.

Secretary and Treasurer.—AMOS T. HALL.

☞ The Milwaukee and Northern Railroad Co., having completed its line from Milwaukee to Green Bay, has surveyors at work running a line to Lake Michigammi, to connect thence with the Marquette, Houghton and Oconomee road.

Anthracite Burning Locomotive.

The Boston *Traveller* says two anthracite coal burning locomotives are now in daily use on the Eastern Railroad, and that they possess greater power and speed than engines of the old pattern, and are also in their action more economical. As an illustration of their good qualities it says that a long passenger train arrived at Portsmouth from Portland, on Monday, nineteen minutes behind time, but although the grades between Portsmouth and Boston are unusually heavy, a hard coal locomotive made up the lost time, and brought the train into Boston according to the schedule. The distance from Portsmouth to Somerville (fifty-four miles) was made in one hour and forty minutes. Reckoning two minutes for each of the six stops, this would make the mean time one hour and twenty-eight minutes, over heavy grades, with a very heavy train.

Statement of the Public Debt of the United States September 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$166,666 67
6 per cent. 1881 bonds, 1861	18,415,000 00	184,150 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861	189,321,350 00	1,893,213 50
6 per cent. 5-20 bonds, 1862	210,586,050 00	4,211,361 00
6 per cent. 1881 bonds, 1863	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	4,864,182 50
6 per cent. 5-20 bonds, 1864	946,600 00	18,932 00
6 per cent. 5-20 bonds, 1864	60,361,200 00	1,207,224 00
6 per cent. 5-20 bonds, 1865	154,088,450 00	3,081,769 00
6 per cent. consols, 1865	206,860,050 00	2,068,600 50
6 per cent. consols, 1867	315,012,700 00	3,150,127 00
6 per cent. consols, 1868	38,335,250 00	383,352 50
5 per cent. funded loan of 1881	250,000,000 00	1,041,666 67
Aggregate of debt bearing coin interest	$1,734,420,950 00	$23,030,695 34
Interest due and unpaid		9,000,669 57

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$70,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	13,560 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$83,560 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	172 00
6 per cent. bounty land scrip, 1847	3,500 00	226 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,450 00
5 per cent. bonds, 1860	10,000 00	625 00
per cent. 5-20 bonds, called 1862	11,574,850 00	144,565 43
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,300 00	1,442 08
5 per cent. 1 year notes, 1863	83,295 00	4,176 85
5 per cent. 2 year notes, 1863	56,700 00	3,854 67
6 per cent. compound interest notes, 1863-64	468,430 00	93,333 89
7 3-10 per cent. 3 years' treasury notes, 1864-65	269,000 00	22,604 88
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$12,902,730 26	$356,233 30

DEBT BEARING NO INTEREST

Demand notes, 1861-62	$79,937 50	
Legal tender notes, 1862-63	356,000,000 00	
Certificates of deposit	32,240,000 00	
Fractional currency, 1862-3-4	44,889,591 53	
Coin certificates, 1863	44,493,000 00	
Unclaimed interest		14,534 84
Aggregate of debt bearing no interest	$477,702,529 03	$14,534 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,269,853,650 00	
Bonds at 5 per cent	464,567,300 00	
	$1,734,420,950 00	$32,031,364 91
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	83,560 00
Debt on which interest has ceased since maturity	12,902,730 26	356,233 30
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$356,079,937 50	
Certificates of deposit	32,240,000 00	
Fractional currency	44,889,591 53	
Coin Certificates	44,493,000 00	
	$477,702,529 03	
Unclaimed interest		14,534 84
	$2,239,704,209 29	$32,485,693 05
Total debt, principal and interest, to date, including interest due and unpaid		$2,272,189,902 34

AMOUNT IN TREASURY.

Coin		$87,190,846 05
Currency		12,063,690 96
Special deposit held for redemption of certificates of deposit as provided by law		32,240,000 00
		$131,494,537 01
Debt, less amount in Treasury, Sept. 1, 1873	$2,140,695,365 33	
Debt, less amount in Treasury, on the 1st ult.	2,147,448,194 62	
Decrease of debt during the past month		$6,752,829 29
Decrease of debt since March 1, 1873		16,685,335 20
Decrease from March 1, '69 to March 1, '73.		368,082,559 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64	1,623,320 00	16,283 20
Totals	$64,623,512 00	$646,235 12

Interest paid by United States, $20,447,986 26; interest repaid by transportation of mails, &c., $4,422,111 38; balance of interest paid by United States, $16,025,874 88.

The foregoing is a correct statement of the publ'c debt, as appears from the books and Treasurer's returns in the Department at the close of business, August 31, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

☞ The Manchester and Camden Railroad Company, and the Medford and Camden Railroad Company, both created by special acts and supplements from 1868 to 1873, filled articles in the Secretary of State's offi at Tr enton, N. J., on the 9th inst., uniting as one company under the general law, with the same directors as the Camden and Amboy Company, and with $200,000 capital. This makes a consolidated road from Manchester, in Ocean county, to Camden, and makes a through road from Manchester to New York, via Camden.

☞ The Committee on Securities of the New York Stock Exchange has revoked the notice of July 25 suspending bonds of the State of North Carolina bearing date of April 1, 1861, Nos, 3,001 to 3,250, of $1,000 each and signed "Henry T. Clark, Gov." These bonds are now restored to their former status, and are a good delivery as old bonds.

☞ The coal tonnage of the Scioto and Hocking Valley Railroad for the month of August was 90,000 tons, or 2,455,300 bushels. Total earnings for same time, $111,388 62. This showing is at the rate of 30 000,000 bushels per year, of which Columbus consumes about one-fifth.

Poughkeepsie Bridge Company.

At a meeting of the Stockholders of the Poughkeepsie Bridge Company, held in Poughkeepsie on the 5th inst., the following gentlemen were unanimously elected directors for the ensuing year: J. Edgar Thomson, Philadelphia, President of the Pennsylvania Railroad Co.; Thomas A. Scott, Philadelphia, Vice President Pennsylvania Railroad Co.; A. L. Dennis, Newark, President of the New Jersey Railroad and Transportation Company; Hon. H. G. Eastman, Mayor of Poughkeepsie; Andrew Carnegie, New York, of the Keystone Bridge Works and Union Iron-mills of Pittsburg; Charles G. Francklyn of the Cunard Steamship Company; David Saloman, New York, Financial Agent Pennsylvania Railroad Company; Andrew J. Cassatt, Philadelphia, General Manager Pennsylvania Railroad Company; Geo. P. Pelton, President Poughkeepsie and Eastern Railroad Company; P. P. Dickinson, Chief Engineer Poughkeepsie and Eastern Railroad Company; Strickland Kneass, Philadelphia, Vice President Pennsylvania Railroad Company; Gardiner F. McCandless, of New York, and Geo. Innis.

Mr. A. L. Dennis offered the following resolution:

Resolved, That a bridge across the Hudson River is imperatively required in the interests of commerce and the railroad traffic of the country; that the charter of the Poughkeepsie Bridge Company is ample for the purposes of a successful construction of such a bridge, and that it is the sentiment of this meeting of Directors and stockholders of that company that the work of building the bridge in conformity with the charter be prosecuted at once with energy and vigor.

This was seconded by Oliver W. Barnes, Esq., and unanimously adopted.

A meeting of the newly-elected Directors was afterwards held, when the following officers were elected: President A. L. Dennis; Vice President, H. G. Eastman; Treasurer, G. F. McCandless; Secretary, Charles B. Thurston; Assistant Secretary and Attorney, Robert F. Wilkinson,

The work of boring for a foundation for the piers for the bridge is being pushed forward with all dispatch.

☞ At the annual meeting of the stockholders of the Connecticut and Passumpsic Rivers Railroad Company, held at Newport, Vt., on the 2d inst. the following board of directors was chosen; Emmons Raymond, Boston; Josiah Stickney, Boston; Elijah Cleveland, Coventry, Vt.; B. P. Cheney, Boston; Albert Knight, Stanstead, P. Q.; Henry Chase, Lyndon, Vt.; Gardner C. Brown, Boston; T. P. Redfield, Montpelier, Vt.; F. M. Weld, Boston; Horace Fairbanks, St. Johnsbury, Vt.; Amos Barnes, Boston; S. S. Thompson, Lyndon, Vt.; Daniel R. Sortwell, Cambridge, Mass.

☞ The Newark (Ohio) *Advocate* says the result of the survey of the line from Shawnee, down Snow Fork, has decided the Baltimore and Ohio Railroad authorities to build an extension that will connect the Newark and Straitsville road with the Marietta and Cincinnati road.

☞ William Mason, of Taunton, Mass., has turned over his immense manufacturing business to the Mason Machine Company, a corporation organized under the general law of that State, of which he is President. The works are to be enarged and 1,000 men employed.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,512	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	.....	.....	.....	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	253,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,934	787,641	1,094,101	952,899	851,846	1,699,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,250	967,258	990,816	1,237,083	1,292,143	1,240,987	1,284,094	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	426,283	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,951	1,550,023	1,525 243	1,643,484	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,388	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783.255	744,782	881,693	696,475	698,063	8,026,754
1873	580,499	562,949	651,962	544,035	687,630	724,983	672,917	748,634	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	123,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1.368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,485,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	1,585,368	1,451,762	1,582,531	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	181,868	173,469	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	567,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	498,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	.....	.....	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,604
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	161,496	177,085	201,648	178,169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,532	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	376,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664.061	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,809	584,540	724,466	728,174	673,696	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	534,115	565,861	741,802	890,442	855,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,259	881,266	1,007,851	939,863	876,833	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown .....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	12,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn. City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101¼
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.85	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.6	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	96	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	48
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	18
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,[illegible]81	105,000	62,500	—	95,950	28,513	11.9	25	10[illegible]	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,659	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,820	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,790	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31,'71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	67½
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	23
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,500	—	100	100	40½
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	70
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingb.)			—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110½
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	92
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. pc	Interest. Payable.	Principal Payable.	Market Price.
Albany:					
1st Mortgage.....	$ 40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River.					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M&S.	'74'5	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	.....	....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	82½
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1885	....
Park Avenue (Bkly):					
1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Real. estate.....	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester:					
1st Mortgage.....		7	.....	....	....
2d Mortgage.....		8	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref. 100	838,976	J. & J.	July '71 3½
Atlantic and St. Law* .. 100	39,494,900	M. & S.	Mar. '73 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N	May 73 5
Washington Br. 100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref.. 50	5,680,635	— & —	.....
Berkshire* 100	600,000	J. A J&O	July '73 1½
Blossburg & Corning.*.. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref. 100	653,200	— & —	.....
Agricultural Br. guar.. 100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	May '73 3
Boston and Lowell..... 500	2,852,900	J. & J.	July '73 4
Boston and Maine..... 100	6,816,807	M & N.	May '73 4
Boston and Providence. 100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*. 100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Sept. '73 5
" " pref. 100	1,485,900	M & S.	Sept. '73 5
Camden and Amboy* .. 100	5,847,800	J. A. J.O.	July '73 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,760	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	May '73 1½
" " pref. 100	769,600	F. & A	Aug. '73 3½
Central of Georgia..... 100	4,666,800	J. & J	July '73 5
Central of New Jersey. 100	20,000,000	J. A J&O.	July '73 4
Central Ohio* 50	2,425,000	J. & D.	June '73 3
" pref..... 50	400,000	J. & D.	June '73 3
Chemung* 100	380,000	J. A. J&O	July '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2
Chicago and Alton..... 100	8,929,900	M. & S.	Sept. '73 5
" " pref.. 100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy. 100	18,652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	July '73 4
Chicago & N. Western. 100	15,033,480	J. & D.	Dec. '72 3½
" " pref. 100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton... 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	May '73 3
Clev., Col., Cin. & Ind.. 100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A N	May '73 1½
Col., Chic. & Ind. Cen.*. 100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June '73 2
Colum. & Hocking Val. 100	2,500,000	F. & A	Aug '73 5
Concord 50	1,500,000	M. & N.	May '73 5
Concord and Ports.* 100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv.. 100	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 00	1,850,000	J. & J.	July '73 5
Cooperstown and Susq. 100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware* 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,350	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '73 3
East Mahanoy * 50	392,950	J. & J.	July '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '72 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*. 100	800,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	18,000,000	.....	Oct. '73 1
" pref..... 100	8,526,916	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)... 100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	5,978,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	.....
Jefferson v., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J. A. J.O.	Apl. '73 1½
Joliet & North. Indiana* 100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So.. 100	49,466,500	F. & A.	Aug. '73 4
" " (guar.). 100	533,500	F. & A.	Aug. '73 5
Lawrence* 50	269,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	July '73 2½
Little Miami.* 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill* 50	2,646,100	J. & J.	July '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '72 4½
Louisville & Nashville.. 100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence .. 100	200,000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.A N	Feb. '73 2½
Macon and Western..... 100	2,500,000	J. & J.	July '73 5
Maine Central 100	3,400,500	— & —	.....
Manchester and Law... 100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati.. 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Mnehl l*. 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul. 100	13,398,550	J. & J	Dec. '70 7s
" " pref..... 100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex* 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell..... 100	800,000	M. & N.	May 73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*.. 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton. 100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug 69 12s
N Haven & Northamp.. 100	605,000	J. A J.O.	Sept '72 3
New Jersey* 100	7,295,200	J. A. J.O.	July '73 2½
New London Northern* 100	1,418,800	J. & J.	Jan '73 5
N. Y. Cen. & Hudson R.. 100	89,428,330	A. & O	Oct. '73 4
New York and Harlem. 100	8,500,000	J. & J.	July '73 4
" " pref. 100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston. 100	2,000,000	J. A. J.O.	July '73 2½
Niag. Bridge & Can and* 100	1,000,000	J. & J	Jan. '73 3
North Carolina* 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref.. 100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N.	Nov. '72 3
Northern N. Hampsh.. 100	3,068,400	J. & D.	June '73 4
Northern New Jersey*.. 100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*. 100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.* 100	3,077,800	J. & J.	Jan. '73 3
" " pref. 100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi... 100	19,995,847	J. A. J.O.	.....
" " pref. 100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J.O.	July '73 3
Old Colony & Newport. 100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*. 100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri..... 100	3,635,750	— & —	July 73 1½
Panama 100	7,000,000	J. A. J.O.	July 73 3
Paterson and Hudson*. 100	630,000	J & J.	July '73 4
Paterson and Newark*. 100	500,000	J. & J.	.....
Paterson and Ramapo*. 100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*. 100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref.. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*..... 100	1,259,100	J. A. J.O.	July 73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	J. A. J.O.	Apl. '73 1½
" Special Imp. 100	2,000 000	J. A. J.O.	Apl. '73 1½
Pittsfield & N. Adams. 100	400,000	J. & J.	July '73 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm... 100	1,500,000	J. & J.	July '73 5
Providence & Worces.. 100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*. 110	557,500	— & —	.....
Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '73 3½
Rutland* 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug. '73 3½s
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute. 100	2,300,000	— & —	.....
" " " pref. 100	2,040,000	May.	May '68 7
St. Louis and Iron Mt.. 100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North. 100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*. 100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line* 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*.. 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *. 100	3,939,900	F. & A.	Feb. '73 4
Staten Island 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*. 100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana. 100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref. 100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*.. 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River.. 100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*.. 100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey 100	1,209,000	F. & A.	Aug. '73 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	500,000	J. & J.	July '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)... 100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica.. 100	488 100	— & —	.....
Bushwick (Brooklyn)... 100	302,000	J. & J.	July '71 3½
Cambridge 100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn. 50	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.. 100	1,200,000	F.M.A.N	Aug 73 2
Eighth Avenue (N.Y.)... 100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry... 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.) 50	1,000,000	J. & J.	July '73 8
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose.... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.).. 100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 25	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)... 100	888,100	J.A. J.O.	July '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)... 100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)... 100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	July '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson.. 100	15 000 000	F. & A	Aug. '73 5
Delaware and Raritan*. 100	5,847,400	J.A. J.O.	July '73 2½
Erie of Pennsylvania... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb' 73 30c
" " (pref.). 50	2,888,977	F. & A.	Feb' 73 60c
Susq. and Tide Water.. 50	2,002,746	— & —	.....
Union 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express 100	10,000,000	M.J. S.D.	Sept. '73 2
American Coal 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp. 100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec' 69 85c
Canton 16½	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold 100	2,836,600	— & —	.....
" pref 100	8,693,400	— & —	.....
" certif 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p. 100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ... 100	5,700,000	— & —	.....
" preferred ... 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express... 100	6,000,000	F.M.A.N	Aug '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .. 100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Sept. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112½
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	115½
.. ..coupon	4,656,000	6	" "	1880	118
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,565,150	6	Jan. & July	1881	115½
.. ..coupon	63,755,200	6	" "	1881	118
Loan of Feb. 25, 1862 (5-20s).....registered	23,201,000	6	May & Nov.	1882	114¾
.. .. .. (5-20s).....coupon	187,367,050	6	" "	1882	117
Loan of March 3, 1863.....registered	53,553,500	6	Jan. & July.	1881	115½
.. ..coupon	21,444,509	6	" "	1881	118
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	117
Loan of June 30, 1864 (5-20s).....registered	26,474,650	6	May & Nov.	1884	117½
.. .. .. (5-20s).....coupon	33,886,550	6	" "	1884	114¾
Loan of March 3, 1865 (5-20s).....registered	34,946,700	6	May & Nov.	1885	116¾
.. .. .. (5-20s).....coupon	119,141,750	6	" "	1885	116
.. .. 2d series (5-20s).....registered	58,471,650	6	Jan. & July.	1885	115½
.. .. .. (5-20s).....coupon	148,388,400	6	" "	1885	115½
.. .. 3d series (5-20s).....registered	90,535,150	6	Jan. & July.	1887	116½
.. .. .. (5-20s).....coupon	224,477,550	6	" "	1887	116½
.. .. 4th series (5-20s).....registered	14,059,000	6	Jan. & July.	1888	117
.. .. .. (5-20s).....coupon	24,276,250	6	" "	1888	116
Loan of March 3, 1864, (10-40s)....registered	140,387,600	5	Mar. & Sept.	1904	112
.. .. .. (10-40s).....coupon	54,179,700	5	" "	1904	112
Consols of July 14, '70 & Jan. 20, '71.registered	143,570,100	5	F. M. A. & N.	1881	114½
.. .. coupon	106,429,000	5	" "	1881	112½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	400,969,529	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84¾
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W.& Atl.R.R. 1842, '43, '44&'48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl.&Gulf R.R., '58, '59, '60&'61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "		....
.. Bonds of Act of March 12, 1866.....	3,900,00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	'72-'74	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1886	84
Illinois—($2,133,634):				1890	
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	'90-'92	....
.. Refunded Stock Bonds, 1859	348,000	6	" "		....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1878	....
.. War Loan Bonds, 1861.....	417,000	6	" "	77-'78	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1880	
.. State Bonds (various) 1863 to 1864.....	110,675	6	" . & July.	1881	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"		....
Kentucky—($2,750,510):				'83-'84	
.. State Bonds 1833 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	55
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O.,Mob.&Chat.R.R.)'70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss.& Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		99¾
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	99¾
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	100
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	. ..
.. Bounty (War) Bonds, 1863.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	91½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	.. .
.. S. W. Br. of Pacific R. R. bonds, guar..	11,496,000	7	" "	'74-'90	98
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'88	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98¾
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	...
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	10,675,000	7	Jan. & July.	1877	105
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104¾
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27½
.. State (old) Bonds 1848 to 1860.....	3,639,900	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	103
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	..
Pennsylvania—($29,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	103½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99¾
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	29
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	14¾
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	....
Texas—($3,397,325):					81
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	...
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'03	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala.& Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(265 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac.R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98⅞
Loan of 1850-'80	579,500	6	" "	"	1880	98½
Loan of 1853-'55	1,710,500	6	April & Oct.	"	1885	98½
Loan of 1855-'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar.by F.& P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,100,000	8	April & Oct.	New York.	1896	96½
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by Del. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State.gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	30⅞
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. L.(sec'r'd by$4,000,000Her.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	86
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97⅞
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	94
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	88
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	77
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh.C. & Nav.Co.(asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st Mortgage, 30 years bonds,gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	*88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1876	96⅞
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	94
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	94½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	96½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,530,000	7	F. M. A. & N.	" "	1915	90
Equipm't(Eng &Cars,$2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	102
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd.skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	87½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	89
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	69
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	908,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	100½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	800,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	160,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	96
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104¾
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	103½
3d Mortgage	4,582,000	7	" "	" "	1883	101½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	99½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	98½
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY&London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 5/, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1869	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	800,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,200,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100¾
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	88½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	85
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99¾
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	7	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. &N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'a.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	95
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.&Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ail.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. lphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	102½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	90½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	98
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	81
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Mayaville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	113
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	81½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	235,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* / 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90¾
Construction bonds of 1871	2,990,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87¾
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111
North Shore (L. I)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90¾
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	88½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	90¾
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	94¾
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	84
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	91¼
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	79
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	93¾
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	80
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:)						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	100¾
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	100
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96½
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	101½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg..	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	102
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	75
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	93
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free.,	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R).:						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	75
Rich., Fredericksburg & Potomac						
Sterling Loan	37,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	76½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	97
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	89
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92¾
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed byAtl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-,90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1862	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94½
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	82
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85¾
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	79¾
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	72½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	59
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7¾
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	98½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	75½
4th Mortgage	846,000	8	March & Sept.	" "	1900	87½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AlR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	108½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1895	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84¾
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	75¾
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85¾
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	72
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1888	75
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1880	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	2	106	Adirondac ..... New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	26	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶ ..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)... New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	93
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	...	...	...	....	Allegheny Valley ..... Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,380,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown ..... Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35·8	.....	(Phila. & R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶ ..... Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	...	...	...	....	Atchison, Topeka & Santa Fe.... Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	.....	—	100	16½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield ..... Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point ..... Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶ ..... Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio... Virginia.	17,766,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	...	...	...	....	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	63.0	—	2.7	—	—	—	—	—	Augusta and Savannah ..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris .. N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶ .... Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	170
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch ¶ ..... Maryland.	1,650,000	—	.....	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	10,000,000	—	.....	.....	5,680,685	593,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 21, 1872	32.0	—	3.2	89.0	...	...	...	....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	5½
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	567	Belvidere Delaware ..... New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire ..... Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	.....	.....	468,000	—	.....	—	—	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	144½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner..... Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg ..... Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal ..... N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,342	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell..... Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	127½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine..... Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	115½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence..... Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	702,246	765,733	1,716,399	465,347	10	100	152½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa..... Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶..... Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869.500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie... N.Y. & Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	...	...	...	....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,502	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	...	...	...	....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	....		(In progr	ess.)	.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	...	...	...	....	*Cairo and Fulton* ..... Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0		(Recently	completed	.)	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy ..... New Jersey.	9,458,328	—	.....	.....	5,847,800	.....	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic..... New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	71
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	...	...	...	....	Canada Central..... Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	...	...	...	....	Canada Southern..... Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—		(Recently	completed	.)	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod ..... Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.... Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor.. N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	*6	25	....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa..... Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—		(Leased	Nov.'72 to	Ph. & Rdg.	) 572,104	188,169	7 p.	50	39½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota..... New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.	)	128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R	.)	.....	—	100	....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia..... Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	6.9	—	3	7	—	22	Central of Long Island..... New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	101
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio..... Ohio.	5,499,959	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	40½
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific* ¶..... Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta.... S. Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers ..... Pennsylvania.	1,127,313	—	.....	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio..... Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	...	...	....	Chester and Tamaroa..... Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

Jun. 30, 1872	40.7	0.8	2.0	—	2	...	...	...	Chester and Tamaqua.....Illinois.	1,690,000	*	.....	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....
Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire.....New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	—	(Phila. a	nd Reading	R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton .....Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	102
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy..Illinois.	56,648,400	*	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,554,575	2,839,866	10	100	97½
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque.....Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)		.....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes.....Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	.....	110.0	.....	.....	.....	627,930	277,853	—	100	....
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville..Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.	)	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota.Io.&Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	—	(No inf	ormation	furnished.	)	.....	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa.....Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url.& Quin	cy R. R. C	o.)	140,000	—	100	....
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	(Chic. &	Northwes	tern R. R.	Co.)	—	8	100	....
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore..Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	—	—	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
Dec. 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	60
May 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah.....Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	—	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western.Ill&Mo.	.....	(No info	rmation.)	—	.....	.....	.....	—	—		(Being co	nstructed.)			—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific.Ill. & Iowa.	28,716,723	*	7,859,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	106½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois..Ill. & Ind.		(Under	construct	ion—no	informati	on.)			—	(Chic.,R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western..Iowa & Mo.	13,500,000	—	.....	.....	7,000,000	5,000,000	1,658,551	—	—	(St. Lou	is K. City	and North	ern R. R.	Co.)	—	100	....
Dec. 31, 1872	36.5	—	2.1	—	—	—	—	—	Chillicothe and Brunswick.....Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(Mariett	a and Cin	cinnati R.	R. Co.)	—	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cinncinnati and Baltimore.....Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	—	—						—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton...Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis.O.& Ind.	6,187,645	*	—	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	ed to Ind.	Cin.& La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley..Ohio.	5,472,977	*	—	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	432,838	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago.Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,350	—	42.0	.....	.....	.....	229,635	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne...Indiana.	3,756,952	—	.....	.....	2,000,000	1,800,000	.....	—	91.5	.....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland...Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	283,393	850,755	339,244	—	100	11½
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute..Ohio & Ind.		(Under	construct	ion—no	report.)				25.0	20,360	4,032	.....	7,047	.....	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind...Ohio & Ind.	16,395,579	*	1,929,844	1,427,549	14,991,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	84½
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,147,934	—	.....	.....	2,059,200	1,164,000	—	—	—	(Atl.&G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware....Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	—	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg....Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	86½
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,569	23,555,174	130,974	—	681.0	4,590,845	646,459	1,390,597	4,411,095	783,881	—	100	28½
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.).....Colorado.	1,999,300	*	.....	.....	1,474,300	525,000	.....	—	40.0	.....	.....	.....	90,216	14,967	—	100	....
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley .....Ohio.	2,578,037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,199	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.....Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Cin., Sa	nd.& Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord.....New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	162
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv..Vermont.	3,386,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246,371	143.7	458,581	167,112	171,923	812,768	308,902	6	100	85½
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River .....Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729,311	215,481	10	100	135½
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley.....Connecticut.	2,403,589	246,175	—	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western.....Connecticut.	3,797,665	295,321	.....	.....	1,504,028	2,436,500	96,323	—	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,000	.....	—	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna..N.York.	458,914	*	.....	.....	308,405	100,000	22,240	—	17.0	.....	.....	.....	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley.....Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre....Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....	—	—	(Leased	to Pennsy	lvania R.	R. Co.)	.....	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk .....Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,573	159,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90.0	32.0	....	20.0	...	...	...	....	Davenport and St. Paul....Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....	—	90.0	(Recentl	y opened	—No repo	rt.)	.....	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan .....Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,623	3½	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union .....Ohio.	612,015	*	.....	.....	86,000	527,445	—	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. O	o.)	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware ¶.....Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson.....Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del.&	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western.....Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,578	3,347,671	4,746,678	2,867,965	10	100	99½
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific* .....Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	—	121.0	.....	19,795	43,863	371,903	196,997	—	100	....
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande...Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	155.0	(Operati	ons by Co.	commence	d Jan.1, 1	873.)	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley.....Iowa.	13,803,285	*	.....	.....	6,523,600	5,070,000	930,000	—	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....
Dec. 31, 1872	65.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois..Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	cently op	ened—no	returns.)		—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana..Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	—	65.0	(R	cently op	ened—no	returns.)		—	100	....
Aug. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee.....Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	—	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....
Dec. 31, 1872	164.0	2.0	2.0	22.0	...	...	...	....	Detroit, Lansing & Lake Michigan.Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	—	166.0	.....	.....	.....	610,000	.....	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport.....Maine.	300,000	—	—	.....	122,000	175,000	.....	—	—	(Leased	to Maine	Central.)		18,000	6	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware.....Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12,338	7,781	22,792	7,175	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee...New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)		29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,893,200	—	—	.....	5,000,000	880,000	.....	—	—	(Leased	by Illinois	Central.)		.....	6	100	62
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western .....Iowa.	1,719,977	40,161	—	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg...N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties...N. Y.	2,796,377	*	.....	.....	1,488,487	1,500,000	554,407	.....	58.0	.....	.....	.....	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset.....Mass.	384,519	*	—	9,870	350,000	—	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R.R	Co.)		.....	—	50	....
Oct. 31, 1872	86.0	—	15.5	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Phila.&	Reading	Co.)		.....	6	50	....
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia ¶.Tenn. & Ga.	9,167,851	*	34,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	.....	.....	172,395	1,201,492	366,692	—	100	....
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	854	Eastern.....Massachusetts.	7,436,949	1,767,261	1,332,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,320	1,973,623	574,201	—	100	98
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	28.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	...	...	....	Eastern Shore ¶.....Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0		(No state	ment furni	shed.)	.....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	—	—	—	—	Elizabeth and Paducah.....Kentucky.	6,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	185.0	(R	ecently o	pened—no	returns.)		—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	—	—	.....	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	—	.....	1,000,000	1,620,000	—	—	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	76	10638	Erie .....New Jersey, N. York & Pa.	97,048,084	11,191,472	568,131	1,138,257	86,536,910	26,398,800	2,517,301	—	954.0	18,318,504	3,598,988	5,564,274	18,371,885	4,720,285	1½	100	58½
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley .....New York.	191,802	—	.....	.....	144,900	120,000	.....	—	12.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville.....Ohio.	2,828,636	*	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,398	—	100	....
Dec. 31, 1872	81.5	8.7	11.3	—	29	10	4	1,319	Erie and Pittsburg.....Pennsylvania.	5,397,000	*	.....	.....	2,000,000	3,297,000	.....	—	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American ¶..Maine.	8,725,907	*	.....	.....	1,272,550	4,758,778	3,230,360	—	114.0	154,290	298,082	.....	367,574	165,289	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville...Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359,515	146,036	.....	566,679	218,645	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi..Ind.& Ill.	1,500,000	*	—	—	750,000	750,000	—	—	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov..R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	234,633	271,986	218,851	5.8	11,988	166,787	—	42,378	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Phg. &	Connells	v.R.R.Co.)	.....	.....	7½	50	....
Sept. 30, 1872	50.0	43.3	84.7	—	38	46	12	876	Fitchburg .....Massachusetts.	3,503,372	560,000	227,503	.....	4,000,000	—	.....	511,300	93.3	715,246	1,869,427	740,123	1,350,289	323,935	8	100	129½
Dec. 31, 1872	12.5	—	1.0	—	—	—	—	—	Flemington.....New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	9.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	—	.....	300,000	300,000	41,382	—	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	—	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1873.)	—	1,000,000	2,300,000	—	—	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,662	—	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	—	—	—	283,745	—	—	—	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	—	61,060	2,031,468	552,840	.....	—	85.0	36,210	8,664	27,637	160,424	93,422	—	109	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,238	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	—	111.0	87,808	.....	67,861	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deekertown .....New York.	290,901	—	—	—	105,000	246,500	8,000	—	—	(Leased	to Erie)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	33.0	34	17	8	1,004	*Grand Rapids and Indiana*.....Indiana.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	—	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶ .....Canada.	106,900,746	*	5,197,215	1,843,999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	—	—	—	200,000	—	.....	—	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	—	—	(Not r	egularly o	perated.)			—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	—	—	—	130,098	185,500	11,086	—	14.0	17,528	17,488	2,553	30,358	12,528	—	100	...
Mar. 31, 1873	46.0	—	4.0	180.0	7	3	1	72	Gulf Western, Texas and Pacific.¶..Texas	2,500,000	*	.....	.....	.....	1,386,000	.....	—	....	68,000	9,505	35,874	232,979	128,164	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	299,600	.....	—	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	23.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	35½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	—	21,126	123,550	—	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	—	.....	—	12.2	48,150	34,401	123 424	82,388	24,356	10	50	...
Sept. 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	—	.....	4,000,000	4,000,000	40,509	—	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	—	—	.....	1,182,550	790,000	—	—	54.0	(Leased	by Pennsy	lvania R.R	. Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven...Connecticut.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,600.)	—	75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	—	1,362	150,000	—	—	—	5.5	.....	—	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept. 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	—	—	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthampt	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1 925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	—	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 30, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	—	74.5	238,167	59,126	449,748	301,957	17,451	—	50	...
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	105½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	—	.....	.....	960,000	960,000	.....	—	—	(Leased	by Chicag	o Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	—	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	—	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette.Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	—	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	—	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.2	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	—	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Indiana.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	—	117.0	212,294	.....	.....	264,394	90,205	—	100	...
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased	by Ill. Cen	. R.R.Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,130	*	.....	.....	494,162	600,000	103,302	—	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	—	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	—	129,550	—	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	—	.....	400,000	100,000	—	—	11.0	11,350	—	115,876	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	—	—	.....	1,976,100	4,195,000	.....	—	156.0	(Leased	by Michig	an Centra	l.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	.....	2,095,700	2,300,000	—	—	—	(Leased	by Erie R	allway.)		140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	—	—	—	1,500,000	349,000	—	—	—	(Leased	by Chicag	o & Alton	R.R. Co.)		7	100	...
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	by Michig	an Centra	l. R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	—	—	185,250	800,000	—	—	—	24,937	215,230	—	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased	by Michig	an Centra	l. R. R. C		—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	—	260.0	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 31, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased	by Leav.L	awr. & Ga	lv.R.R.C		—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	—	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	—	138,305	361,492	2,395,000	—	107,611	49.0	(Com	pleted Oct	. 19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	—	80.0	436,206	362,294	2,213,010	1,083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased	by Tol. W	estern R.	R. Co.)		—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	3,716,927	—	3,000,000	1,500,000	—	—	—	(Leased	by Tol. W	estern R.	R. Co.)		—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	—	—	.....	1,727,553	792,000	96,097	—	—	(Not yet i	n operatio	n.)			—	100	...
Dec. 31, 1872	513.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,352,243	17,591,629	6,118,598	8	100	90½
Jun. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	—	—	(Opened t	hrough i	n July, 187	1.		—	100	...

Dec. 31, 1872	156.0	—	28.0	—	24	14	7	797	Lake Superior and Mississippi.....Minn.	7,891,200	*		42,017	101,148	5,125,000	7,422,000	491,092	121,273	211.0	(Leased	by Northe	rn Pacific.)	731,612	171,001	—	100	...
Oct. 31, 1872	17.4	—	1.7	—					Lawrence .....Pennsylvania.	633,170	—		.....	.....	289,750	355,000	25,000	—	20.4	94,356	72,942	294,444	157,653	76,950	10	50	...
Dec. 31, 1872	21.3	—	2.1	—					Leavenw'th, Atchison & N. Wtn. Kansas.	1,200,000	—		.....	.....	600,000	600,000	—	—	(Leased	to Pacific	Mo. at 45)	42,000	42,000	—	100	...
Jnn. 30, 1872	144.2	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv..Kansas.	5,378,151	604,364	4,550,061	125,119	5,000,000	5,580,000	514,522	273,173	208.6	427,541	.....	967,850	6,307,604	5,982,949	593,993	198,314	—	100	...
Oct. 31, 1872	101.0	129.0	222.5	—	181	44	25	8,776	Lehigh Valley.....Pennsylvania.	14,611,783	5,138,642	.....	.....	21,468,800	9,754,000	.....	.....	239.1	3,676,851	.....	702,241	555,656	1,673,307	403,387	8	100	121½
Dec. 31, 1872	120.0	77.0	63.5	—	53	40	22	703	Little Miami .....Ohio	8,950,425	*	.....	.....	6,394 450	2,550,000	.....	.....	197.0	1,240,270	.....						—	100	...
Dec. 31, 1872	100 0	—	....	60.0	7	...	...	100	Little Rock and Ft. Smith.....Arkansas.	.....	—	.....	.....	6,000,000	6,000,000	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1872	28.3	—	19 9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,416,188	—	.....	.....	2,646,100	759,500	.....	.....	31.3	(Leased	by Phila.&	Reading.)	271,435	271,435	7	50	93
Oct. 31, 1872	9.5	—	0.5	—	1	—	—	—	Littlestown.....Pennsylvania.	115,116	—	.....	.....	34,850	40,000	1,500	.....	9.5	6,673	7,618	18,388	11,185	4,148	—	50	...
Apl. 30, 1872	92.0	3.0	5.0	—	9	5	3	253	Logans., Crawfordsv. & S. Wtn...Indiana.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	117.0	.....	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	24.5	—	3.6	—	—	—	—	—	London and Port Stanley.....Canada.	947,349	80,579	36,323	19,929	442,240	150,800	.....	.....	158.0	(Leased	by Gt. W	estern Co.)					—	100	...
Sept. 30, 1872	94.0	64.0	15.9	—	22	43	9	237	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	1,500,000	125,000	.....	—	.....	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	57.0	50.0	8.6	—	—	—	—	—	Louisiana and Missouri River.....Mo.	5,902,440	—	.....	2,623,694	4,226,133	4,300,000	.....	.....	174.9	(Leased	Chicago a	nd Alton	865,192	20,000		—	100	...
Jun. 30, 1872	93.5	81.4	23.1	—	39	27	12	351	Louisville, Cincinnati and Lexington. Ky.	7,684,998	*	1,234,707	270,336	2,474,483	4,101,000	2,614,058	.....	920.5	2,192,922	.....	442,233	244,446	R. R. Co.)	277,197	4	—	100	...
Jun. 30, 1872	185.0	420.4	58.8	—	118	55	30	1,137	Louisville and Nashville.....Ky.	17,260,284	*	9,066,840	.....	5,950,703	12,244,000	3,328,909	1,773,413	288.0	.....	.....	.....	.....	1,038,273	235,799	—	—	100	...
Dec. 31, 1872	288.0	—	17.0	—	30	15	10	454	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	29.0	(Leased	by Boston	and Lowe	ll.)	3,200,068	1,213,193	7	—	100	...
Sept. 30, 1872	12.4	—	2.4	—	—	—	—	—	Lowell and Lawrence.... .Massachusetts.	363,158	—	.....	11,108	200,000	54,700	119,566	.....	—	.....	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	29.0	—	1.6	86.0	2	1	—	2	Louisville New Albany & St.L. Ind.& Ill.	1,057,495	*	115,500	64,911	1,168,153	.....	68,632	703	78.0	(Leased	by Summi	t Br. Co.)	62,500	62,500	10	100	...
Oct. 31, 1872	20.0	—	9.9	—	—	—	—	—	Lykens Valley (Summit Branch)...Penn.	600,000	—	.....	.....	600,000	.....	.....	.....	197.5	(Operat	ed by Geo	.R.R.Co.)	120,758	7,491	—	100	...
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta.....Georgia.	2,506,170	—	.....	.....	1,631,900	770,000	104,270	.....	199.0	.....	.....	.....	.....	300,000	120,000	—	—	100	...
Dec. 31, 1872	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick.....Georgia.	7,250,000	*	.....	.....	3,500,000	3,750,000	.....	.....	357.0	1,186,883	672,215	359,286	6,928,807	706,647	255,531	10	—	100	...
Sept 30, 1872	102.5	—	12.3	—	19	13	6	240	Macon and Western (Central)....Georgia.	2,500,000	*	.....	.....	2,500,000	150,000	.....	.....	26.0	75,178	158,915	79,434	177,083	599,825	—	—	100	...
Dec. 31, 1872	129.0	228.0	22.0	—	55	58	34	1,090	Maine Central ¶ .....Maine.	11,910,549	*	324,288	491,189	4,416,720	6,797,301	820,815	691,190	283.8	(Leased	to B.C.&F	.R.R. Co.)	39,903	100,505	10	100	...
Mar. 31, 1872	26.0	—	3.1	—	—	—	—	—	Manchester and Lawrence...N.H.& Mass.	1,000,000	*	72.124	52,902	825,000	175,000	35,920	89,106	80.0	2,411,100	457,865	667,267	2,029,165	37,791	—	—	100	...
Sept. 30, 1872	21.0	—	2.3	—	—	—	—	—	Mansfield and Framingham.....Mass.	766,031	—	4,527	8,983	300,000	470,000	9,542	.....	54.0	(Recentl	y complet	ed.)		410,452	—	—	100	...
Dec. 31, 1872	197.8	86.0	45.2	—	79	27	16	1,106	Marietta and Cincinnati.....Ohio.	22,033,380	*	1,058,828	3,323,372	14,004,187	9,304,447	3,106,947	.....	41.0	.....	.....	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	100.0	2.0	4.6	—	6	8	2	112	Marietta and Pittsburg.....Ohio.	3,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	—	(Leased	by Conn.	and Pass.	Riv.RR.)	48,000	6	—	100	...
Dec. 31, 1872	54.0	—	0.5	—	4	2	1	15	Maryland and Delaware ....Md. and Del.	1,500,000	—	.....	.....	500,000	400,000	.....	.....	327.0	(Leased	by Clev.M	t. Ver.& D	el. Co.)	20,000	—	—	100	...
Dec. 31, 1872	36.0	2.0	2.0	—	—	—	—	—	Massawippi Valley .....Canada.	800,000	*	.....	.....	400,000	2,000,000	.....	.....	82.6	991,695	132,595	.....	1,404,116	453,724	—	—	100	...
Jun. 30, 1873	12.5	—	4.0	—	—	—	—	—	Massillon and Cleveland.....Ohio.	315,729	—	.....	.....	400,000	700,000	.....	.....	131.0	435,019	82,664	.....	505,359	8,519	—	—	100	...
Jun. 30, 1872	271.0	19.0	26.2	—	48	34	10	741	Memphis and Charles.Tenn., Miss. & Ala.	8,770,952	*	.....	.....	194,755	700,000	.....	.....	130.3	548,101	209,696	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1872	82.6	—	3.6	—	11	4	—	109	Memphis, Clarkesv. and Louisv. ...Tenn.	4,599,714	*	411,861	764,271	5,312,725	4,017,142	531,816	.....	—	(Leased	by Belv.D	el. R. R. C	o.)	938,524	240,712	—	—	100	...
Dec. 31, 1872	131.0	—	7.2	—	20	13	2	170	Memphis and Little Rock¶.....Arkansas.	5,113,222	*	.....	.....	.....	2,700,000	.....	.....	27.0	52,885	46,442	32,108	91,727	28,719	—	—	100	...
Jun. 30, 1872	130.3	—	11.9	—	16	5	—	123	Memphis and Ohio .....Tennessee.	4,500,000	498,289	.....	.....	4,000,000	3,338,000	.....	.....	788.0	3,992,871	852,353	1,416,792	5,876,312	2,000,069	9	100	90½
Dec. 31, 1872	5.0	—	—	17.0	—	—	—	—	Mercer and Somerset .....New Jersey.	325,000	*	.....	.....	1,074,289	3,500,000	.....	.....	67.0	519,185	112,122	55,314	100,427	12,074	—	100	...
Mar. 30, 1873	27.0	—	2.7	30.0	2	4	—	58	Merrimac and Conn. Rivers..New Hamp.	698,258	*	.....	.....	595,587	374,500	300,000	.....	8.5	21,442	42,826	31,716	36,236	6,883	4	100	...
May 31, 1873	285.0	103.0	259.0	—	210	118	45	4,117	Michigan Central.....Mich., Ind. & Ill.	24,536,881	*	5,976,001	803,725	18,738,204	11,635,000	216,437	724,966	5.8	15,500	25,000	5,000	11,450	4,595	1½	100	...
Jun. 30, 1872	67.0	—	33.5	—	5	4	2	12	Michigan Lake Shore.....Michigan.	1,340,125	*	2,299	67,900	450,000	880,000	80,324	.....	—	(Leased	by N.Y.&	Oswego M	idland C	o.)			—	100	...
Sept. 30, 1872	8.5	—	1.1	—	1	2	1	35	Middleboro' and Taunton.....Mass.	135,021	40,084	.....	3,604	148,175	.....	5,008	25,525	109.0	(Leased	y N.Y.&	Oswego M	idland C	o.)			—	100	...
Sept. 30, 1872	5.8	—	4.7	—	1	—	—	—	Middleburg and Schoharie....New York.	102,600	*	.....	.....	65,650	118,500	16,743	.....	84.0	.....	85,237	197,064	304,273	130,081	—	—	100	...
Sept. 30, 1872	10.2	—	1.0	—	—	—	—	—	Middletown and Crawford....New York.	191,982	—	.....	.....	85,800	15,000	400	.....	—	(Informa	tion refuse	d.)					—	100	...
Sept. 30, 1872	13.0	—	0.2	—	—	—	—	—	Middletown, Union and Water Gap. N.Y.	350,476	—	.....	.....	124,407	68,500	.....	.....	5.8	(Leased	by Penns	ylvania R.	R. Co.)				—	100	...
Dec. 31, 1872	86.0	23.0	4.5	—	23	7	7	295	Midland, of Canada.....Canada.	2,920,506	301,890	114,159	11,334	122,630	225,000	30,891	.....	—	4,213,612	.....	.....	6,957,771	1,262,155	—	—	50	...
Dec. 31, 1872	84.0	—	5.0	—	8	6	5	160	Midland Pacific .....Nebraska.	3,700,000	*	.....	.....	1,546,094	1,630,333	171,461	.....	83.0	64,784	40,928	23,141	.....	.....	.....	.....	100	46½	
Oct. 31, 1872	12.5	—	4.9	—	—	—	—	—	Mifflin and Centre County.....Penn.	264,244	—	.....	.....	2,100,000	1,600,000	.....	.....	—	(Leased	by Phila.&	Reading R	. R. Co.)				—	100	...
Dec. 31, 1872	731.0	579.0	126.0	—	182	103	56	3,351	Milwaukee and St. Paul .....Wisconsin.	47,875,529	*	2,094,382	1,440,248	24,224,331	23,986,023	1,241,344	1,458,461	1,500.0	4,213,612	17,026	60,922	115,043	294,271	7½	50	163	
Dec. 31, 1872	83.0	16.0	4.0	27.0	8	8	3	163	Milwaukee and Northern.....Wisconsin.	.....	—	.....	.....	.....	1,625,000	.....	.....	51.0	.....	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	37.5	15.3	85.0	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,969,100	*	.....	.....	3,969,100	.....	.....	.....	38.5	(Leased	by South.	RR. asso.)	1,425,984	646,333	—	—	100	...
Dec. 31, 1872	33.0	18.0	3.0	—	5	2	2	47	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	237.0	266,171	.....	.....	522,645	254,493	—	—	100	...
Dec. 31, 1872	38.5	—	....	—	—	—	—	—	Minnesota and North Western.....Minn.	1,540,000	*	.....	.....	20,000p.m	20,000p.m	.....	.....	100.0	8,800	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	237.0	.....	32.3	110.0	51	28	13	757	Mississippi Central.....Miss. & Tenn.	10,475,241	1,822,887	264,188	.....	3,935,535	4,628,950	3,787,030	.....	40.0	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	100.0	—	6.2	—	12	12	4	160	Mississippi and Tennessee..Miss. & Tenn.	3,417,202	*	113,078	266,903	825,407	2,286,047	163,085	.....	86.0	.....	.....	.....	.....	.....	.....	.....	—	100	...
June 1, 1873	40.0	—	5.0	113.0	4	5	4	153	Mississippi Valley and Western..Mo.&Io.	1,600,000	*	.....	.....	800,000	880,000	.....	.....	586.0	1,295,491	152,148	248,222	2,317,568	940,661	—	—	100	...
Dec. 31, 1872	86.0	—	4 3	214.0	6	2	3	145	Missouri, Iowa and Nebraska..Mo. & Io.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	160.0	605,177	116,062	.....	681,911	256,729	—	—	100	...
Mar. 31, 1872	642.9	—	33.0	200.0	50	35	22	951	Missouri, Kansas and Texas..Mo. & Kan.	33,820,216	1,588,224	1,029,381	3,096,189	16,945,000	16,596,000	4,775,442	1,217,568	25.0	.....	9,098	.....	13,087	2,840	—	—	100	...
Dec. 31, 1872	160.0	—	16.1	120.0	21	12	5	630	Missouri River, Ft. Scott & Gulf. Kansas.	12,894,000	*	1,889,467	.....	5,947,000	6,947,000	.....	.....	84.0	.....	38,414	.....	169,374	33,346	—	—	100	...
Apl. 30, 1872	60.0	—	2.1	210.0	2	2	1	12	Mobile and Alabama Grand Trunk¶..Ala.	1,214,504	*	.....	4,576	300,000	396,774	522,306	.....	178.8	.....	.....	.....	667,539	150,124	—	—	100	...
May 31, 1872	84.0	—	6.5	144.0	8	4	2	66	*Mobile and Girard*¶.....Alabama.	1,714,866	*	294,871	90,170	1,278,378	711,000	110,429	.....	517.6	1,621,661	398,884	374,531	2,952,507	1,022,288	—	—	100	...
Apl. 30, 1872	164.0	14.8	6.2	—	31	13	9	308	Mobile and Montgomery.....Alabama.	5,421,415	624,590	135,002	219,337	2,034,800	2,688,400	768,946	.....	16.0	.....	.....	.....	28,826	1,683	—	—	100	...
Dec. 31, 1872	472.0	45.0	49.8	20.0	124	41	15	117	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,599,235	*	641,254	1,223,280	4,466,476	10,539,144	2,607,278	1,550,871	—	(Leased	to N. Y. &	Oswego M	idland R	. R. Co.)			—	100	...
Sept. 31, 1872	16.0	—	0.4	—	2	1	1	4	Monadnack.....Mass. & N. Hamp.	359,981	24,120	14,231	.....	197,057	29,500	173,775	.....	—	(Leased	by Erie R	ailway Co	.)				—	100	...
Mar. 31 1873	20.0	—	4.0	20.0	6	6	2	40	Montclair .....New Jersey.	3,871,234	*	.....	.....	697,175	2,688,400	761,159	.....	80.0	22,424	25,431	21,104	174,041	34,504	—	4	100	...
Sept. 30, 1872	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York.	288,931	*	.....	.....	160,065	177,000	.....	.....	23.8	(Leased	by Del.La	& Wtn.)	2,503,180	1,351,771	7	—	100	...
Oct. 31, 1872	80.0	—	4.0	—	5	5	2	54	Montgomery and Eufala¶.....Alabama.	8,155,692	*	.....	290,284	1,149,350	1,810,000	416,527	70,099	118.0	333,354	875,947	287,875	587,899	86,914	10	—	100	91½
Sept. 30, 1872	23.8	—	2.4	—	—	—	—	—	Monticello and Port Jervis....New York.	1,069,093	—	.....	.....	418,995	650,000	60,836	.....	43.2	1,262,937	156,005	491,765	1,800,758	542,493	6	100	...
Dec. 31, 1872	84.0	34.0	144.0	—	—	—	—	—	Morris and Essex .....New Jersey.	27,888,477	—	.....	.....	14,008,100	13,027,000	.....	.....	173.0	228,629	108,179	48,683	453,012	160,687	—	—	100	...
Sept. 30, 1872	14.5	—	4.0	—	17	21	8	422	Nashua and Lowell....N. Hamp. & Mass.	624,299	113,406	162,463	179,837	800,000	.....	94,642	167,658	134.5	636,011	66,931	124,829	630,514	Loss.	—	—	100	...
Jun. 30, 1872	151.0	22.0	11.6	—	58	23	10	719	Nashville and Chattanooga ...Tennessee.	4,751,410	*	1,489,279	425,472	2,021,573	2,886,360	1,390,951	367,278	172.5	249,002	329,822	193,300	574,640	228,596	100	—	100	...
Sept. 30, 1872	122.0	12.5	8.6	—	22	9	6	162	Nashville and Decatur ....Tenn. and Ala.	3,937,619	433,218	505,000	105,954	1,511,807	2,624,000	528,863	327,120	61.5	(Leased	by Central	R. R. of N	ew Jerse	y Co.)	7	—	100	...
Jun. 30, 1872	172.5	—	8.0	—	22	3	—	239	Nashville, Memp. & St.Lou's. Tenn. & Ky.	(Sold un	der decr	ee for $2,	400,000 t	o Nash.&	Chatta.R	. R. Co.	&c.)	—	(Leased	by Sand.M	anaf. & Ne	wark R.	R. Co.)			—	100	...
Sept. 30, 1872	57.0	4.5	4.5	—	12	14	4	272	Naugatuck .....Connecticut.	1,817,165	223,486	.....	.....	1,877,900	101,000	30,000	266,952	36.7	121,834	354,341	159,234	281,452	62,862	9	—	100	...
Dec. 31, 1872	8.0	—	10.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,443,032	—	.....	.....	977,150	600,000	882,675	.....	120.0	.....	36,274	.....	193,995	.....	.....	.....	—	100	...
Sept. 30, 1872	44.0	—	3.3	—	—	—	—	—	Newark, Somerset and Straitsville..Ohio.	1,575,000	—	.....	.....	775,000	800,000	.....	.....	8.3	21,021	37,733	5,423	18,491	Loss.	—	—	100	...
Sept. 30, 1872	20.1	16.6	5.2	—	9	20	11	145	New Bedford and Taunton.....Mass.	760,000	*	55,504	34,476	500,000	171,500	37,051	141,529	14.9	164,980	165,266	625,352	339,471	223,910	10	—	50	...
Dec. 31, 1872	82.0	38.0	13.0	—	13	14	—	173	New Brunswick and Canada....N.Bruns.	2,500,000	*	.....	.....	.....	973,000	.....	.....	13.0	41,947	125,957	11,116	66,415	9,375	—	—	100	...
Sept. 30, 1872	8.3	—	0.4	—	2	1	—	—	New Canaan .....Conn.	230,747	26,343	.....	.....	164,050	86,972	3,847	.....	22.0	55,932	68,540	13,021	25,556	25,556	—	—	100	...
Oct. 31, 1872	14.9	—	3.2	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	799,412	—	.....	.....	605,000	88,300	.....	.....	114.3	428,958	345,629	280,436	657,238	95,739	3	—	100	...
Sept. 30, 1872	13.0	—	1.2	—	3	3	2	27	New Haven and Derby.....Conn.	1,055,700	74,760	.....	.....	455,100	525,000	75,000	.....	—	(Include	d in Unite	d Compan	ies' retur	ns.)			—	100	...
Sept. 30, 1872	23.0	—	0.3	30.0	2	2	1	22	N. Hav. Middlet'n & Williamantic. Conn.	5,402,467	59,492	.....	.....	677,500	2,770,000	1,459,967	.....	—	(Leased	by N.Y. &	Oswego M	idland R	. R. Co.)	7	100	...
Sept. 30, 1872	83.9	15.1	18.0	—	20	17	7	479	New Haven and Northamp. Conn. & Mass.	2,552,368	874,689	.....	.....	2,100,000	1,750,000	221,116	187,263	175 3	179,348	85,388	101,344	615,859	106 039	—	100	28	...
Dec. 31, 1872	33.9	—	33.9	—	...	...	...	...	New Jersey (U. Co's).....New Jersey.	9,458,328	*	.....	.....	7,295,200	850,000	.....	.....	115.1	399,980	342,422	199,706	640,183	172,764	10	100	...	...
Mar. 31, 1873	74.0	—	6.8	—	8	16	—	89	New Jersey Midland.....New Jersey.	5,795,859	*	.....	.....	1,500,000	4,500,000	.....	.....	206.0	.....	.....	.....	1,754,489	854,845	—	100	...	...
Dec. 31, 1872	70.5	45.3	12.0	—	22	62	7	350	New Jersey Southern.....New Jersey.	.....	—	.....	.....	5,000,000	7,000,000	.....	.....	206.0	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 31, 1872	100.0	—	10.3	—	20	15	9	329	New London Northern..Conn. and Mass.	1,583,931	*	.....	.....	1,418,800	376,500	45,000	.....	50.7	11,983,057	7,130,922	4,393,965	25,580,676	9,134,240	8	100	103½	...
Dec. 31, 1872	206.0	—	31.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North.¶.L. & M.	13,107,129	*	.....	1,008,206	4,704,846	4,500,000	1,282,790	3,327,699	165.9	883,725	1,640,875	377,537	2,856,525	1,137,141	3	100	129	...
Dec. 31, 1872	200.0	—	10.8	535.0	...	...	...	...	N. O. Mobile and Texas....Ala. & Nash.	(Bankru	pt; no re	turns ac	cessible.)	89,428,300	16,496,020	1,167												
Sept. 30, 1872	441.7	298.4	772.3	—	455	301	153	10983	N. York Central and Hudson River. N.Y.	63,772,031	*	.....	.....	9,000,000	4,864,024	441,875	.....											
Sept. 30, 1872	130.3	4.1	46.5	—	41	79	38	740	New York and Harlem.... ...New York.	13,840,447	1,489,010	1,445,230	.....															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	¶	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	—	74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,787	.....	.....	261,000	183,500	156,475	—	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	—	.....	.....	265,000	—	—	—	—	(Leased	by New Y	ork & Har	lim R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford.N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	592,579	4,483,554	1,769,809	10	100	136
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	354,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Ri'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	(No a	ccounts o	btainabl	e.)					?2.0	(No accou	nts.)		.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	905	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	—	67.7	617,092	889,571	880,119	1,336,938	592,322	5s	50	100
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	—	5,819,963	261,561	8,533	140.3	748,888	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,666,880	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	68½
Mar. 21, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,100	266,800	154,576	82.6	506,848	195,406	411,888	796,355	217,103	8	100	107
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....N. J. and N. Y.	527,452	*	872,548	.....	1,000,000	400,000	.....	—	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	36	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	—	559.0		(No sta	tement pu	blished.)		—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,328	10	100	....
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	—	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	—	122.0	636,755	171,894	417,373	1,095,979	263,867	6	100	60½
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	—	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	—	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	45
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	—	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	111½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	....
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	—	11.9	—	2,984,817	—	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	—	292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	660,000	—	—	.....	375,000	200,000	25,000	—	—	(Leased	by Pacific	of (Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	.....	.....	300,000	612,100	27	—	—	(Leased	by Rome,	Watertow	n & Ogd.	R.R. Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....	—	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	—	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	med by	Lessees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. C	o.)	5	100	....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	—	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	—	.....	—	11.5	(Under	constructi	on: no ret	urns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,620	1,232,602	10½	100	115½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Pares and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	—	109.0	—	(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	—	—	630,000	—	—	—	—	(Leas. b	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	—	—	250,000	500,000	—	—	—	(Leas. b	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	100,000	—	—	—	(Leas. b	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	—	.....	.....	1,500,000	1,076,000	.....	—	—	(Leas. b	byTol.Wa	b. & Win.	.....	.....	—	100	....?
Dec. 31, 1872	22.0	—	7.8	—	—	—	—	—	Pemberton and Hightstown....N Jersey.	538,692	—	.....	.....	342,150	160,000	36,542	—	—	(Leas. b	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York..New Jersey.	875,000	—	—	.....	500,000	375,000	.....	—	—	(Leas. b	by N. Jer.	Sth'nR.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	—	165.0	—	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11439	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,986	53,271,937	35,072,309	19,395,422	8,919,154	787.7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	107
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	—	47.0	.....	3,486	1,376,772	23,033	—	20	50	....
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware.....Penn.	1,200,000	—	.....	.....	483,297	700,000	.....	—	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York.N.Y. & Penn.	5,986,426	628,814	.....	.....	3,061,700	3,000,000	.....	—	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	.....	1,200,000	600,000	—	—	—	(Leased	by Chic.R	. I. & Pac	. Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	—	.....	1,239,700	2,000,000	.....	—	83.0	260,093	77,371	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581	—	—	.....	57,200	100,000	57,381	—	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	—	82.0	228,000	44,391	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent.Penn. & Md.	1,806,209	177,474	—	.....	220,606	2,600,000	53,413	—	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	—	2,248,693	.....	8,448,000	14,750,000	892,983	—	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	....
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	.....	—	23.6	(Leased	by Phila.	&Read'g.)	287,526	271,179	12	50	176
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	109½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	—	329,626	.....	1,259,100	—	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	....
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore.Penn.	11,890,736	*	2,318,306	175,395	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	107½
Oct. 31, 1872	7.0	—	1.0	—	2	3	1	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	—	225,000	100,000	17,132	—	7.0	.....	9,800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	—	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic...P., O., I. & I.	35,835,286	*	—	—	22,214,286	13,621,000	17,230	—	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	—	.....	—	14.0		(In operat	ion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.&Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294	—	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	—	—	450,000	—	—	—	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific.Ind. & Ill.	.....	—	.....	.....	719,390	450,000	.....	—	—	(Leased	by Pennsy	lvania Co	)		—	100	....
Oct. 31, 1872	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	—	—		(Earnings	used in co	nstruvtio	n.)	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053	—	52.5	141,640	120,009	60,796	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth....Maine.	1,500,000	*	—	—	1,500,000	—	—	—	—		(Leased b	y Eastern	R.R. Co.)		—	100	....
Apl. 30, 1873	111.8	—	6.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benefit	of contra	ctors.)	10	100	....
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway.N. H.	2,770,000	*	.....	.....	770,000	2,000,000	.....	—	—		(Leased b	y Eas n	R.R. Co.)		—	25	90
Sept. 30, 1872	41.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	—	41.8	53,514	70,018	10,400	53,079	14,038	—	100	....

Sept. 30, 1871	43.4	—	5.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	104
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.5	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)			—	100	....
Sept. 30, 1871	255.4	25.4	20.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	30.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	.....	—	20.0	.....	(No retur	ns furnish	ed.)		—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	87½
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	.)		—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	—	.....	.....	.....	.....	.....	—	112.0	.....	(No retur	ns furnish	ed.)		—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	16	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern.Mo	30,000,000	*	.....	.....	24,000,000	6,000,005	.....	—	571.0	(Sold	August 26	, 1871—No	returns.)		—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S.Eastern.Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	—	99,562	2,577,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. &	St. Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,418	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	17.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	14	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,568	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,152	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	....	....	....	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,039	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	—	—	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	—	—	1,389,000	1,423,000	—	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	—	—	2,667,600	1,629,000	—	—	157.0	.....	(No report	furnishe	d.)		—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,830	*	27,430	—	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	—	—	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	—	—	4,000,000	4,060,000	—	—	....	(Recent	ly opened	—No retu	rns.)		—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.2	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,288,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	35
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western.O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	69½
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	—	55.3	177,590	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	2	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	125	193	40	1,328	United Companies of New Jersey.N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	122½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.8	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,813,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	—	—	2,500,000	—	.....	—	—	(Leased	to Vermo	nt Central	.)		8	100	70
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	80
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., L	acka. and	Western.)		7	100	84½
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	—	—	225,000	85,000	.....	—	10.2	19,820	36,407	28,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	92,660	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13.8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgi	a.)	—	306,088	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	—	—	1,622,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)			—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	52.7	—	14.5	—	18	65	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,246	625,810	229,680	4	100	191
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta.N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	120 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,978,600	118,704	—	63.6	199,868	126,940	173,243	187,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	159,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	129.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,815,000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	32½
									CANALS, &c.																	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,636,350	800,000	—	39,987	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	166.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	16,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	13½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	12	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,823,506	.....	8,739,850	15,088,656	.....	—	108.0	—	—	982,188	575,462	31,978	—	50	74
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	—	85.0	—	—	.....	175,129	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.6	—	—	.....	600,552	142,888	—	50	100
Dec. 31, 1871	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,751,750	—	.....	.....	4,457,150	2,895,000	450,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation ....Pennsylvania.	13,207,752	—	.....	.....	4,458,048	8,617,099	86,694	—	108.3	(Leased	to Phila. &	Reading.)	661,420	637,611	6½	50	13
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,310	270,505	—	84.0	—	—	501,674	144,099	87,308	—	50	12
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,997,850	—	.....	.....	2,997,850	3,000,000	.....	—	84.0	—	—	127,287	58,560	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna....Penn.	1,948,728	—	.....	.....	1,199,000	748,000	100,728	—	123.0	(Leased	to Pennsy	lvania.)			—	50	....

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1⅞ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness..........per ton	51 — @ — —
Gartsherrie	48 — @ — —
Glengarnock	45 — @ 44 —
Eglinton	45 — @ — —
Pig, American, No. 1	42 — @ 45 —
Pig, American, No. 2	36 — @ 40 —
Pig, American, Forge	30 — @ — 33
Bar, Refined, English and American	— — @ — —
Bar, Swedes, assorted sizes.........(gold).	— — @137 50
	—Store Prices.—
Bar, Swedes, 1½ x⅜ & 1½x⅜ to ⅜&⅜ sq. 1½ to 5x⅜ to ⅜ & ⅜ to 2 sq. 6 to 12 x ⅜ & ⅜	175 — @ — —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in	82 50 @ 85 —
Bar Refined, 1½ to 6 by ⅜ & 5-16 in	87 50 @ — —
Bar Refined, 1 & 1½ by ⅜ & 5-16	90 — @ — —
Large Rounds, 2½@2⅜ to 3⅜ @4 in	92 50 @107 50
Scroll	102 50 @135 —
Ovals and Half-round	110 — @130 —
Band, 1 to 6 in. by 3-16 to No. 12	102 50 @105 —
Horse Shoe	117 50 @ — —
Rods, ⅜@1-16 inch	92 50 @135 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14	120 — @160 —
Nail Rod..........per lb.	— 9 @ — —
Sheet Russia, as to assortment......(gold)	— 17 @ — 18
Sheet, Single, D. and T. Common	— 5¾@ — 7
Sheet, Doubles and Trebles, Charcoal	— 7 @ — 8½
Sheet Galvanized	List 10 per ct. disc,
Rails, English........(gold).....per ton.	— — @ — —
Rails, American, at Works in Penna..c'y.	— — @ 77 —
Anvils (Eagle)..........per lb. currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 18½@ — 23
English Spring (2d and 1st quality)	— 9½@ — 10½
English Blister (2d and 1st quality)	— 14 @ — 18½
English Machinery	— - @ — 14½
English German (2d and 1st quality)	— 12½@ — 14½
American Blister	— — @ — 11½
American, Cast, Tool	— — @ — 17
American, Cast Spring	— — @ — 11
American Machinery	— 11½@ — 12
American German Spring	— 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common..........per keg.	4 50 @ 4 75
8d. and 9d. "	— — @ 5 —
6d. and 7d. "	— — @ 5 25
4d. and 5d. "	— — @ 5 50
3d. "	— — @ 6 25
2d. and 3d. Fine	— — @ 7 —
Cut Spikes, all sizes	— — @ 5 —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca..........(gold).per lb.	— 34½@ — 35	
Straits..........(gold).	— 31¾@ — 31½	
English..........(gold).	— — @ — 28½	
Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	10 62½@11 —	12 50 @ 12 75
I. C. Coke	8 50 @ 9 —	9 75 @ 10 25
Coke Terne	7 50 @ 8 50	8 50 @ 9 75
Charcoal Terne	9 75 @10 —	11 50 @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5¼@ — 6
Crude 40@47 gravity (in shipping order)	— 11 @ — 11½
Refined, Standard White (in ship'g order).	— 16½@ — 16¾
Refined, S. W. (in jobbing lots)	— 18 @ — 17½
Refined, S W. (in tin)	— 21 @ — 25
Naptha, Refined (65@73 gravity)	— 10 @ — 10½
Residuum....(in shipping order).per gall.	— 10 @ — 10½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 38
Copper, Bolts	— — @— 40
Copper, Braziers' (over 16 oz.)	— — @— 40
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 26¾@— 27
Copper, American Ingot	— 26⅜@— 26⅞
Copper, English Pig	— — @— —
Yellow Metal, New Sheathing & Bronze	— — @— 27
Yellow Metal, Bolts	— — @— 32
Yellow Metal, Nails, Sheathing & Slating	— 27 @— 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary..........(gold) per 100 lb.	6 75 @ 7 —
German Ordinary..........(gold)	6 75 @ 7 —
English..........(gold)	6 75 @ 7 —
Bar	— — @ 9 25
Pipe	— — @10 50
Sheet	— — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe	16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe	16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	16 — @18 —
Liverpool House Cannel	— — @22 —
Anthracite (by cargo) ....per ton of 2,000 lb.	5 50 @ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Boston, Hart. & Erie		2¼	2⅜	2¼	2¼	2¼
Canton Co.	98½	....	98½	98	97⅞	88
Central Pacific 6s		100¼	....	100⅜	99⅞	99¼
Central of N. Jersey		102	101½	101	101	101
Chicago & Alton	103	....	....	104¼	....	102
.. pref.		....	....	....	....	....
.. 1 M		....	....	....	....	....
.. S. F.		....	....	....	....	....
.. Inc. bds		....	....	....	....	....
Chicago, Burl. & Q.		....	....	....	....	....
.. 8s, 1883		....	....	....	....	....
Chic. & Northwestern	61⅞	61¼	59½	61	61	60
.. pref.	80	....	79	79	79¼	....
.. 1st M.		....	....	....	....	....
.. S. F.		....	....	....	....	....
.. Consol.		....	....	....	....	90
Chic., Rock Isl. & Pac.	108¼	108¼	107½	107½	107½	106½
Chi, R. I. & Pa. 7s, 1896		....	....	....	102	....
Clev., Col., C. and Ind.	85	....	85	84	84½	....
Clev. & Pittsburg guar.	86⅞	87	87	86⅜	86¾	86½
.. 2 M.		....	....	....	....	....
.. 3 M.		....	....	....	....	....
.. 4 M.		....	....	....	....	....
Clev. and Toledo		....	....	....	....	....
.. S. F. 7s		....	....	....	....	101¾
Col., Chi., & Ind. C.	30½	30¼	29¼	28⅜	29	28¾
.. 1 M.	89	....	89	89¼	89	....
.. 2 M.	69	....	....	69	....	....
Del. & Hudson Canal	113½	113½	113¼	118⅜	113⅜	113½
Del. Lack. & Western	100¼	99¾	99½	....	99¾	99½
.. 1 M. 7s		....	....	....	....	....
.. 2 M 7s		....	....	....	....	....
Erie Railway	59	58¾	58⅜	58⅜	58½	58¾
.. pref.		....	....	....	....	....
.. 1 M. 7s, 1897		....	....	....	....	....
.. 2 M. 7s, 1879		....	....	....	....	....
.. 3 M. 7s, 1883		....	....	....	....	....
.. 4 M. 7s, 1880		....	....	....	....	....
.. 5 M. 7s, 1888		....	....	....	....	....
.. 7s, con. gold		....	....	....	....	....
Great Western 2d mort.		....	....	....	86	86
Hannibal & St. Joseph.	37	34½	35	34½	35½	....
.. pref.		....	47	....	....	....
.. 8s, conv.		....	....	85	....	....
Hudson River		....	....	....	....	....
.. 2 M. S. F.		....	....	....	....	....
.. 3 M 7s, 1875		....	....	....	....	....
Illinois Central		....	....	....	105½	....
.. 7s		....	....	....	....	....
Lake Shore & Mich. S'th.	92	91⅝	91¼	91⅜	91¼	90⅝
Lake Shore Div. bonds.	96	96	....	....	....	....
Marietta & Cin. 1st pref.		....	....	....	....	....
.. 2d pref.		....	....	....	....	....
Michigan Central	90½	....	90	90	90	....
.. S.F. 8s, 1882		....	....	....	....	....
M. S. and N. I. 1 M. S. F.	104⅜	....	....	....	....	105
.. 2 M.		99⅜	....	....	99	....
Mariposa Mining Co.		....	....	....	....	....
.. pref.		....	....	....	....	....
Milw. and St. Paul	50⅜	48¼	46⅜	47½	47	46¼
.. pref.	70	68¾	69	69	69½	68
.. 1st mort.		....	....	....	....	....
.. 2d mort.		....	....	....	....	....
.. 8s		....	....	106½	....	....
.. 7 3-10s con.		....	....	....	....	95
.. 7s, gold	88	88½	....	....	....	....
Missouri 6s	91½	91	91	....	91¼	91½
.. H. & St. J. iss.		....	....	....	88½	....
Morris and Essex	91½	91½	....	91½	....	....
.. 1st mort.		....	....	....	....	105½
.. 2d mort.	99	....	....	99	....	99
N. Y. Cen. & Hud. Riv.	104¼	104¼	104	104¼	104	103⅜
.. 7s, S.F. 1876		....	....	....	....	....
.. 6s, S.F. 1883		....	....	....	....	....
.. 6s, S.F. 1887		....	....	....	....	92½
N. York and Harlem	129⅞	....	129¼	129½	130	129
.. pref.		....	....	....	....	....
.. 1 M. 7s, 1873		....	....	....	....	....
N. York. N. Hav. & Hart.		....	136½	136	136	....
N. Carolina 6s. old		....	....	....	27½	....
.. new		....	....	....	....	....
Ohio and Miss.	38⅜	38¼	37½	38½	38½	37⅜
.. pref.		70	....	70	....	....
.. 2d M.		....	....	....	84	....
Pacific Mail S. S. Co.	43¼	43¼	42¾	42⅜	42¼	41¼
Panama	115½	115	115	115	116¼	115½
Pitts., Ft. W. & Chi. gtd.	93¾	93⅜	....	....	94	....
.. 1 M.		....	....	....	....	106
.. 2 M.		....	....	101	....	....
.. 3 M.		....	....	....	....	....
Quicksilver Mining Co.		....	35½	....	....	....
St. L., Alton & T. H.		....	....	....	....	....
.. pref.		....	....	....	....	....
.. 1 M.		....	....	....	....	....
.. 2 M. pref.		....	....	....	....	....
.. Income bds.		....	76½	....	....	....
Tennessee 6s, old	82⅜	....	....	81½	81	....
.. new	82¼	....	....	....	81	81
Tol., Wab. & Western.	67⅜	67⅛	65¾	65	65½	63
.. pref.		....	....	....	....	....
.. 1 M.	95½	....	95⅞	....	....	95½
.. 2 M.		93½	92½	....	....	....
.. Equipment		....	....	....	....	....
.. St. Lou. Div.	89⅞	89⅝	89⅜	90	89⅜	89¼
Union Pacific	26⅛	26½	25⅞	26⅜	25⅞	25½
.. 1st mort.	80⅜	80½	....	80½	80¼	79¾
.. L. Gt. 7s		....	73	....	72⅜	....
.. Inc. 10s.	59½	....	....	59½	....	59
Virginia 6s, old		....	....	....	....	....
.. new		....	....	....	....	....
.. consol.		....	....	....	....	51⅜
.. def. cert.	12	....	....	....	....	12

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

Federal Stocks:—	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
U. S. 5s, 1874, reg.		....	....	....	....	....
U. S. 5s, 1874, coup.		....	....	....	....	....
U. S. 5s, 10-40s, reg.		....	112¼	112⅜	112	....
U. S. 5s, 10-40s, coup.	113¼	....	....	....	....	112
U. S. 5s, 1881, reg.		....	....	....	....	....
U. S. 5s, 1881, coup.		114½	114	113	112½	....
U. S. 6s, 1881, reg.		....	....	115¼	....	....
U. S. 6s, 1881, coup.		119½	119½	118⅜	....	118
U. S. 6s, 5-20s, reg. '62		....	....	....	....	114⅜
U. S. 6s, 5-20s, c. 1862		....	....	....	....	....
U. S. 6s, 5-20s, reg. '64		....	....	....	....	....
U. S. 6s, 5-20s, c. 1864		....	....	....	....	114¼
U. S. 6s, 5-20s, reg. '65		....	....	....	....	....
U. S. 6s, 5-20s, c. 1865		....	....	116	....	....
U. S. 6s, 5-20s, r. n. '65		....	115½	....	....	....
U. S. 6s, 5-20s, c. n '65		....	....	115⅜	115	115¼
U. S. 6s, 5-20s, reg. '67		....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	118¼	118⅜	117½	116½	116⅝	116¼
U. S. 6s, 5-20s, reg. '68		....	....	....	....	....
U. S. 6s, 5-20s, c. '68	117⅜	....	....	....	....	116
U. S. 6s, Pac. RR. issue	113½	....	....	....	113½	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8	Tu.9
Catawissa preferred		....	....	42½	....	....
Camden and Amboy		....	....	....	....	....
.. 6s, 1875		....	....	....	....	....
.. 6s, 1883		....	....	....	....	....
.. 6s, 1889		....	....	....	....	....
.. mort. 6s, '89		....	96½	96½	....	....
Elmira & Williamsport		....	....	....	....	....
.. pref.		....	....	....	....	....
.. 7s		....	....	94¼	94½	....
Lehigh Navigation	37¼	37⅜	37½	37½	....	37
.. 6s, 1884	90½	....	....	....	90½	90¼
.. Gold L.	91½	....	91½	....	90⅞	91¼
.. R. R. L.		....	....	....	....	....
.. Conv. L. '77		....	....	....	....	....
Lehigh Valley R. R.	60⅜	60¼	60¼	60⅜	60⅛	60⅜
.. 6s new coup		....	....	....	....	....
.. 6s new reg.		....	....	....	....	....
Little Schuylkill R.R.		....	....	46½	....	....
.. 7s		....	....	....	....	....
Minehill		....	....	....	....	51½
Morris Canal		....	....	....	....	....
.. pref.		....	....	....	....	....
North Pennsylvania		....	....	....	50	....
.. 6s, 1880		....	....	....	....	....
.. 7s		....	....	....	....	....
.. 10s, 1887		111	....	....	....	....
Northern Central		....	....	34¼	....	....
Oil Creek & Alleg. Riv.	23½	23⅜	23½	23½	23¼	22½
.. 7s		....	....	....	....	....
Pennsylvania R. R.	53⅜	54	53⅞	53⅜	53⅛	53¼
.. 1st M.	100½	....	....	....	100½	....
.. 2d M.		....	....	....	....	....
.. Gen. mort.	91⅞	....	92	....	91½	92
.. .. reg.	97	....	....	....	....	....
Penn. State 6s. 1st series		....	....	....	....	....
.. 6s, 2d series		103⅞	....	....	103½	....
.. 6s, 3d series		....	....	108½	....	....
Philadelphia City, 6s		98⅞	98⅞	....	98⅞	....
.. new	101½	101⅜	101½	101¼	101½	101⅜
Philad., Germ. & Nor.		....	....	....	88	....
Phila. & Reading	55	55½	55	55	54⅞	54⅞
Philadelphia and Erie		....	....	....	....	....
.. 6s		....	....	90	....	....
.. 7s	90½	90½	90½	....	....	....
Phila., Wilm. & Balt.		....	....	....	....	....
Schuylkill Navigation		....	....	....	....	....
.. pref.		....	....	....	....	12
.. 6s, 1882		....	....	....	....	....
.. 6s, 1876		....	....	....	....	....
.. 6s, 1872		....	....	....	....	....
United Co. of N. Jersey	122¼	122¼	122¼	122¼	....	....
Hestonville, (Horse)		18	....	....	....	....
Chestnut & Wal.		....	....	....	....	....
Green & Coates		....	....	....	....	48
2d and 3d streets		....	58	....	....	57⅞
Spruce and Pine		....	....	....	....	....
13th and 15th sts.	20	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875		....	....	....	98⅞	....
.. 1886		....	....	....	....	....
.. 1890	98⅞	98¼	....	98¼	98½	98
.. 1884		....	....	....	....	....
.. 1900		....	....	....	....	....
Balt and Ohio		....	....	....	....	....
.. bonds, 1875		....	98⅞	....	....	....
.. .. 1880		98¼	....	....	....	....
.. .. 1885		98	98¼	....	....	....
Marietta & Cin. 1st M.		102½	....	102⅜	102	....
.. 2d M.		....	....	....	....	....
.. 3d M. 8s		...	81	81	81	....
Northern Central		....	....	35	....	....
.. bonds, 1885		....	....	....	....	....
.. .. 1900		....	88½	....	....	....
Pittsb. & Connellsv. 7s		93½	93	....	....	....
N. W. Va. 1st mort.		....	....	....	....	....
.. 2d mort.		....	....	....	....	....
.. 3d mort.		....	....	....	....	....
Virginia 6s, Consol.		....	....	....	....	....
.. Defer. Certif.	12	....	....	....	....	....
City Passenger R. R.		....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	Th.4.	F 5.	Sat.6.	M.8.	Tu.9.	W.10
Boston and Albany ...	145	145	145	....	....	144½
Boston and Lowell		127½	....	....	....	....
Boston and Maine		....	....	....	....	116¾
Boston and Providence.	152	....	....	152½	....	....
Boston, Hartford & Erie....		....	....	....	....	....
.. 7s.....	31¾	32	....	31¾	31	....
Cheshire, pref.....		....	....	....	....	....
Chi., Burl. & Quincy.....		....	98½	98	97½	....
Concord.....		....	....	81	....	....
Connecticut River.....		....	....	....	....	....
Eastern.....	100¾	100¾	100½	99¾	98	
Fitchburg.....	129	....	129½	....	129½	
Manchester & Lawr'ce.....		....	....	....	....	....
Michigan Central.....	90⅝	90½	....	90½	....	....
Northern, N. H.....	107	108	....	107½	....	107
Ogdens. & Lake Champ....		....	....	60½	....	....
.. pref.....		....	....	....	....	....
Old Colony	111½	111½	....	....	....	....
Ph., Wil. & Baltimore..	54¾	....	54½	....	53⅞	53⅞
Portl'd, Saco & Ports.....		....	....	....	....	....
Union Pacific		....	....	....	....	....
" 6s.....		....	....	....	....	79
" Land Grant 7s....		....	....	....	....	....
" Income 10s.....	59½	59⅞	....	59	....	
Vermont & Canada.....		....	....	....	....	....
Vermont & Mass.....		....	....	....	....	....
South Boston (Horse).....		....	....	....	....	....
Cambridge		....	....	....	....	....
Metropolitan		....	....	....	....	....
Middlesex		....	....	....	....	....
Central Mining Co.....		....	....	....	....	....
Copper Falls		....	....	25	....	....
Franklin		....	....	5⅞	....	5⅞
National		....	....	....	....	....
Pewabic	9½	....	....	8½	....	....
Quincy	41¾	....	....	41⅜	....	41½

London Stock Exchange.

	Closing Prices. Aug. 29.	Aug 22.
Atlantic & Gt. W. 1st mort., $1,000..	75 — 77	74 — 76
Do. 2d mort., $1,000.....	67 — 69	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	42 — 44	42 — 44
Do. Reorg. Scrip.....	99 —101	98 —100
Do. Leas. Lines, Rental Bonds....	90 — 92	90 — 92
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid....	48¾— 49½	47 — 47½
Do. 6 per cent Convertible Bonds..	98½— 99½	98½— 99½
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	96 — 97	95½— 96½
Illinois Central $100 shares all paid..	84 — 86	85 — 86
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	102 —104	102 —104
Marietta and Cincinnati Rail. Bonds.	82 — 86	83 — 86
Michigan Central 8s 1882, conv.....	85 — 90	85 — 90
Panama 2d mort.....	84 — 86	78 — 82
Panama General mort.....	97 — 99	97 — 99
Pennsylvania, 2d mort.....	97½— 98½	97 — 99
Do. General mort.....	96 — 98	98 — 99
Do. $50 shares.....	43 — 44	43½— 44½
Philadelphia and Erie 1st mort.....	99 — 100	99 —100
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, September 13, 1873.

Stock Exchange and Money Market.

Money has been much brisker, especially for speculative use, through the enlarged requirements of the business at the Stock and Gold Boards. The rate on call loans has been up to 7 per cent gold to the Stock Exchange firms, with 6@7 per cent currency as the quoted figures for advances to the Government houses, whose wants were quite moderate, and readily met. The mercantile demand for aid was more urgent, and commercial paper was of less free currency, with the rates on strictly choice to very good grades quoted at from 7@10 per cent per annum. The reported financial troubles of the New York Ware house and Security Co., and o f a few old merchants, prominent in its direction, tended to seriously disturb the discount movement. The later Washington advices reported on Tuesday, the Alabama Indemnity of $15,500,000, gold, was paid to the State Department by Her Britannic Majesty's Representatives—Sir Edward Thornton, Minister Plenipotentiary, and Mr. Archibald, Consul General—in full satisfaction of the Treaty of Washington of May, 1871, and of the General Award of September, 1872. The Gold, and its equivalent in United States 5-20 Bonds of 1862, called in for redemption on Sept. 6, (last Saturday,) were already in the Treasury, the whole being represented by a single Certificate of Deposit executed on Monday in favor of the three Bankers of the British Chancellor of the Exchequer. As this Certificate soon passes into the Treasury in exchange for a corresponding Certificate of 5 per cent Stock, to be held subject to the further order of Congress, it virtually adds $15,500,000 to the Gold resources of the Treasury. The whole sum is in the ownership of the Government of the United States, until that portion which may be voted by Congress to private claimants on the Alabama Indemnity is duly appropriated and withdrawn. The U. S. Sub Treasury, last week, reduced its currency reserve nearly a million and added largely to its coin hoard. The city banks last week reported a further loss of 7⅝ millions in their deposit line with a decrease of over six million in their legal tender, and of nearly 1⅜ millions in their specie reserves. They reduced their loan and discount averages more than half a million, and again enlarged their circulation slightly.

The city banks have shown a further materal loss on their obligatory reserve, the last statement showing that they had only $414,850 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, enlarged its coin balance about $3,710,817, and reduced its currency reserve $909,888. Its currency reserves at the close of the week were $31,310,448; and its coin hoard, $54,522,418.

The clearances of the city banks averaged through the week about 92⅜ millions a day, and amounted in the aggregate, for the whole week, to $553,727,902, as against $447,799,948 the preceding week.

The specie reserve of the city banks according to the latest return is $21,767,000, against $13,-451,300 same time last year. The city bank deposits are now $212,772,700 against $213,616,200, week ending Sep. 7, 1872. The legal tender reserve amounts to $38,679,900, against $49,068,500 same time last year. The circulation now stands at $27,355,500 against $27,532,900 same time last year. The loans are now $288,374,200 against $287,640,000 at this date last year.

The coin reserve of the city banks is now about 21¾ millions, as against about 15 millions Feb. 21, and about 34⅝ millions on the 12th of July 1873; the legal tender reserve is a little over 38⅝ millions against about 34⅞ millions April 5th, 1873, and 50⅛ millions on the statement of Aug. 2, 1873; and the deposits are now about 212¾ millions, against 186⅞ on the 12th of April, 1873, and 240¼ millions on the 12th of July, 1873.

Government revenues have been yielding moderately since our last. The excises yielded within the week about 2¼ millions, and thus far in the current fiscal year commencing with July 1, 1873, $19,512,112. The customs at the port of New York, for the week, were $2,790,531, and at the outports, about $925,000 more, in coin or coin certificates.

Under the Treasury programme for September, Government proposes to sell Gold, as follows: Thursday, September 18, $1,500,000; Thursday, September 25, $1,500,000. And to buy in, on Wednesday, Sept. 17, at least $500,000 Five-Twenties.

The cash balances of the Treasury Department on Tuesday were: Currency, $13,398,985; special deposits of legal tenders for the redemption of certificates of deposit, $33,025,000; coin, $88,-793,347. Coin certificates, outstanding, $47,756,-200; outstanding legal tenders, $356,000,000.

The U. S. Sub-Treasury office last week received $4,075,156 of currency, and $7,359,738 of gold, the latter including $2,849,000 from customs; and disbursed $4,985,045 of currency and $3,648,921 of gold, the latter embracing $497,-157 of coin interest.

There has been a very marked depression noted in the Gold line, the speculation throughout having been decidedly bearish in temper, and the price having declined very rapidly, the fall having been full 5 per cent from the highest point. The operators for a rise, who had been so long in apparent control of the market, were said to have been completely worsted, and to have been forced to realize on their holdings. The very free disbursements of the Treasury Department, on coin interest account, and in redemption of the Five-Twenties called in, and on which the notice had legally matured, tended to weaken the confidence of the bull clique. The later dealings indicated a somewhat steadier, and much less excited market. The customs call was up to a fair average; while the export drain was light. The range of the price during the week has been from 110⅞@115⅞, and the quotation on Wednesday was 111¼ against 115⅞ on Wednesday of the preceding week. The specie outflow last week, was only $690,104. The Gold Exchange Bank clearances have averaged a trifle over 126 millions per day during the week, reflecting the unusual activity in the speculative dealings.

The customs demand for Gold last week, averaged $465,100 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been $2,176,151, against $2,797,422 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $90,682,049 against $107,581,542 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $54,194,529, against $58,328,410 during the same time in 1872.

The export drain of specie was $690,104 last week, against $374,433 same week preceding year. The shipments since January 1, 1873, have been $40,479,302 against $57,709,239 during the same portion of 1872.

With the breaking up of the bull movement in Gold, the foreign exchanges were restored to something like their wonted activity, and the prices of prime drafts were quoted firmer. Bankers' sixty day bills on London closed on Wednesday at 108½@108¾; sight bills on London, at 109¼@109½. The week's exports of Domestic Produce have been to the currency value of $5,556,354.

Government bonds yielded in price, as Gold declined; but at the modified figures, the offerings

of all issues were on a limited scale, and found a ready market at the current rates.

U. S. sixes of 1881 closed on Wednesday of this week at 117¼@117½; U. S. Five-Twenties of 1862, 113@114; U. S. Five-Twenties of 1864 at 114¾@115; U. S. Five-Twenties of 1865 115½@115⅞; U. S. Five-Twenties of 1865 consolidated 115¼@115½; U. S. Five-Twenties of 1867, 116¼@116½; U. S. Five-Twenties of 1868, 116¼@116½; U. S. Ten-forties at 111¾@112⅛; U. S. Fives of 1881 (Funding Loan) 111¾@112; Six per cent. currency Sixes from 113@113¼.

On Saturday the interest on the twenty millions five twenty Bonds of 1862, called on the sixth day of June, ceased, and the bonds were to be presented for payment. The registered issues belonging here amounted to $4,000,000, and the coupons to $16,000,000. Of the latter, $7,308,580 46 have been entered into the settlement of Alabama indemnity, and of the remainder a goodly sum will likely be settled through the Syndicate. The remaining portion of the $15,500,000 Geneva award was settled in gold, which amounted to $8,191,419 54.

Railway Mortgage Loans have been in moderate request and quoted firm. Central Pacific Sixes have been selling more freely, closing firmly at from 99½@99¾. The earnings of the Central Pacific R. R. in August were $1,258,500, and thus far in 1873, $8,791,053 as against $8,052,755 the corresponding eight months of 1872. The Chesapeake and Ohio Seven per cent gold bonds have in fair demand at 90, and interest. Chesapeake and Ohio Sixes have been moderately inquired for at 88½ and interest. Western Pacific Sixes at 92½@92¾. The Northern Pacific 7-30 Loan has been salable and firm at par and interest.

The Railway and Miscellaneous share speculation has been more active, but generally at a much lower range of prices, the market for a short time having presented quite a panickly appearance, influenced, in part, by the reports of commercial and mercantile failures and embarrassments. The later transactions were on a steadier basis.

State bonds have been less active at irregular prices closing tamely.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 27.	Sept. 3.	Sept. 10.
Consols	92⅞	92½	92⅝
U. S. 5-20s, 1865	95⅛	95⅜	93½
" 1867	95¼	95¼	95½
" 10-40s	90¼	90¼	90½
New Fives of 1881	91⅛	91⅛	91⅝
Erie	48⅛	48⅛	48⅛
Ill. Central	86	—	—

General business has been moderately active. The leadings kinds of domestic produce have been in good demand, with Flour, Wheat, Corn, Oats, Cotton and Wool quoted firmer; Provisions and Petroleum, weaker in price. Middling upland Cotton left off firmly at 20⅝c. per lb. The receipts at all the ports, since Sept. 1 were 16,095 bales, against 29,084 bales the preceding year. Metals, generally dull but firm. Ingot Copper exceptionally active.

Foreign goods has been quite freely dealt in, and quoted stronger as to values. The week's imports of foreign goods and merchandise amounted to $7,797,237 including $3,276,470 of dry goods.

Ocean freights have been moderately active, with rates quoted firm; the main inquiry has been for room and tonnage suited to the Grain and Petroleum trades.

At the Live Stock Markets, Beeves have been in more demand at from 6½@12¾ cts. the better grades showing firmness. Veals at 5@9½ cts.; Sheep at from 4¼@6½ cts.; Spring Lambs 5@9 cts.; Swine at 4⅞@5¼ cts. per lb., all live weight. The week's receipts were 10,060 Beeves, 2,816 Veal Calves, 28,996 Sheep and Lambs, and 39,358 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern R. R., 23; Atlantic and Pacific pref., 24; Rensselaer and Saratoga R. R., 104; Boston, Hartford and Erie 1st mort., 30¾; Ohio and Miss. consol., S. F., 91¾; Central of New Jersey 1st mort., new 105; Lake Shore and Michigan Southern 7s consol., reg., 99; do. coupon, 95; Mil. and St. Paul 1st mort. Iowa div., 81⅛; do. LaC. div., 85; St. Louis, Jacksonville and Chicago 1st mort., 92½; Burlington, Cedar Rapids and Minnesota 1st mort., 86; Toledo, Peoria and Warsaw 1st mort. W. D., 87; St. Louis and Iron Mt. R. R. 70; do. 2d mort., 88½; Albany and Susq. 2d mort, 98; Belleville and Southern Ills. 1st mort., 96⅞; Louisville and Nashville 7s, consol., 1898, 98; Cedar Falls and and Minnesota 1st mort., 77; Quincy and Toledo 1st mort., 91½; Western Pacific bonds, 92½; New York and New Haven 6s, 100; Gt. Western 1st mort. 1888, 94½; Western Union Telegraph, 88⅝; do. 7s, 98; Quicksilver pref., 45; Adams Exp., 92; Wells-Fargo Exp., 72; Am. Exp., 62; U. S. Exp., 67; Maryland Coal, 23¼; Consol Coal of Md., 54; N. Y. State 7s, B. L., reg., 105; Louisiana 6s, Levee, bonds, 55; South Carolina 6s, new, Jan. and July, 14¾; do. Apl., and Oct. 29; Ohio 6s, 1881, 103; North Carolina 6s Fund Act 1866, 17; Alabama 8s, 1893, 82½; Brooklyn 6s, W. L., 93¾.

Philadelphia.—Allegheny Valley 7 3-10s, 93; Philadelphia and Reading Gen'l mort. 7s, coupon, 101½; do. reg., 102⅞; do. 7s, new, conv., 102; do. 6s, 1844-'80, 96¼; Wilmington and Reading 1st mort., 99; West Jersey R. R. 6s, 93½; do. 7s, 103; Pittsburg, Cincinnati and St. Louis 7s, 74¾; Lehigh Nav. conv. gold loan, 92½; Lehigh Valley 7s, 102½; Belvidere Delaware 2d mort., 81; Pennsylvania Canal 6s, 69; Oil Creek 1st mort., 79; Camden and Atlantic 2d mort., 95; Nesquehoning R. R., 53¾. The latest quotations are: City 6s, 98½@99; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 100@100½; do. 2d series, 103@104; do. 3d series, 108@108½; Philadelphia and Reading 54⅝@54¾; do. Gen'l mort. 7s, coup., 101½@102; do. reg., 102@102⅞; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 102@102½; United New Jersey R. R. and Canal Co., 121½@122¼; Camden and Amboy mort. 6s, 1889, 96@97; do. 1883, 90½@92; do. 1889, 88½@89½; Pennsylvania R.R., 53⅜@53½; do. 1st mort., 100¼@101; do. 2d mort., 100@100¼; do. General mort. coupon, 91½@92; do. reg., 96½@97¼; Little Schuylkill R. R., 46@46½; Morris Canal, 48@50; do. pref., 122@124; do. 6s, 94@95; Susquehanna Canal, 6@8; do. 6s, 68@75; Schuylkill Nav., 6@7; do. pref., 11½@12½; do. 6s, 1882, 71½@72; do. 1872, 78@79; Elmira and Williamsport pref., 38@38½; do. 7s, 1873, 94@95; 5s, do. 58@60; Lehigh Coal and Navigation 36½@36¾; do. 6s, 1884, 90@90½; do. R. R. Loan, 92@93; do. Gold Loan, 91@91½; North Pennsylvania, 49@50; do. 6s, 99@100; do., 7s, 102@102½; do. Chattle 10s, 108@112; Philadelphia and Erie, 24@25; do. 6s, 89¾@91; Minehill, 51@52; Catawissa, 18½@20; do. pref., 42@43; do. new pref., 32@33; do. 7s, 1900, 99½@101; Lehigh Valley, 60½@60¾; do. 6s, new coupon, 97@—; do. reg., 98@—; do. 7s, 102@102½; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 57@58; Thirteenth and Fifteenth, 19@21; Spruce and Pine, 30@33; Green and Coates 47@49; Chestnut and Walnut, 60@70; Hestonville, 18@19; Germantown, 34@—.

Boston.—Portsmouth, Gt. Falls and Conway R. R., 90; Rutland pref., 52; do. scrip. No 4, 83; Cincinnati, Sandusky and Cleveland R. R., 11½; Connecticut and Passumpsic Rivers R. R. pref., 85¾; Boston and Lowell R. R. new, 108; Taunton Branch, 135½; Old Colony 7s, 1877, reg., 100½; Burlington and Missouri River R. R. in Iowa, 96; do. 8s, in Nebraska, 1894, 94; Eastern R. R. 7s, 1882, 100½; Boston and Maine R.R. 7s, 1892, 104; Framingham and Lowell 7s, 1890, 89½; Atchison, Topeka and Santa Fe 1st mort. 7s, 68⅝; do. 7s, L. G., 69; Vermont Central 1st mort., 25; Ogdensburg and Lake Champlain 8s, 1879, 94½; Detroit, Lansing and Lake Michigan 1st mort., 8s, 70; Omaha and Southwestern 1st mort. 8s, 1896, 84½; Chicago, Burlington and Quincy 7s, 94; Boston Water Power Co., 25⅛; Cary Imp., 8½; New Hampshire 6s, 1898, 97¾; Boston 6s, 1880, 99¼; do. 5s, 1876, gold, 105⅞; St Louis 6s, 1888, 88¾; Cook Co., Ills., 7s, 1885, 98¼; Chicago 7s, 1881, 99¼; Cambridge 6s, 1903, 92; Lowell 6s, 1890, 93¾; Cincinnati 6s, 1889, 89¾; Worcester 6s, 1902, 93½; Fitchburg 6s, 93½; St. Louis County 7s, 99½; Allouez Mining Co., 11¾; Dana, 75c.; Humboldt, 75c.; Rockland, 2¾.

Baltimore.—Virginia consols, coupons, 79; Maryland Defense bonds, 104; Northern Central 6s, 1900, gold, 90¾; Orange and Alexandria 4th mort. 8s, 80; Virginia and Tennessee 8s, 87½; do, 2d mort., 6s, 75½; Orange, Alex. and Manassas 7s, 80; Western Maryland 3d mort. guar., 96. The latest quotations are: Wilmington, Columbia and Augusta bonds, —@80; Wilmington and Weldon bonds, 93@94½; Pittsburg and Connellsville 7s, 1898, 92⅛@93¾; Baltimore and Ohio, 167@170; do. 6s, 1875, 98¼@98½; do., 1880, 98¼@98½; do., 1885, 97½@98½; Parkersburg Branch, 11@12½; Northern Central, 34@34½; do. 6s, 1885, 91½@92½; do., 1900, 88½@89; do., 6s, 1900 gold, 90@91; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, —@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101@102½; do., 2d mort., 7s, 91¾@102; do., 3d mort., 8s, 81@81; Central Ohio, 40@41½; do. pref., 40@41½; do. 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 84@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@97; do. 3d mort., guar., 96@96½; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 81@85; Richmond and Danville 1st mort., 72½@73¼; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 85½@86½; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 77@79¼; Virginia and

Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@76½; do. 8s, 3d mort., 87½@88; Baltimore 6s 1875, 98¼@98¾; do., 1884, 98½@98¼; do. 1886, —@98¼; do. 1890, 98@98½; do., 1893, 100@100; do. 1893, exempt, 101@102; do., 1900, exempt, 96⅝@97½; do. 1900, new, 98@98½; do. 1902, 97¾@98; Memphis City 6s, 51@53; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 37@—; do. coupon old, 35@37; do. consol. 6s, 51⅛@51½; do. coupons, 78⅝@78¾; West Virginia, 11½@13; City Passenger R. R., 16½@18½; George's Creek Coal, 120⅛@140.

The New Line of the Erie Railway.

The engineers have finished the survey of the new route for the Erie Railway between Jersey City and Port Jervis. The line runs from Port Jervis to Beemerville, and thence around a mountain to Unionville, thus forming a long curve to avoid expensive rock cutting, grading, or tunnel. From Uniontown the line runs direct to Greenwood Lake, and thence across Bergen county to the present road. This line is twenty miles shorter than the route at present used, which is ninety-six miles, and the grades far superior, the steepest grade being at Beemerville, where it will be fifty feet to the mile. The rest of the road will not at any time exceed thirty feet. This new road will be narrow guage.

☞ Messrs. Glendinning, Davis & Amory, of New York and Philadelphia, have caused to be prepared, in the form of a chart, an admirable compendium of the quotations of the New York Stock Exchange for the last ten years. In other words, it is a monthly history of the principal railroad, steamship, express and telegraph shares and their various fluctuations. The reasons therefor are given in the shape of memoranda of the remarkable events which have attended stock speculations during the period named. The compilation has evidently been made with great care and constitutes probably the most complete map indicative of the course of speculation that has ever been prepared.

☞ At a meeting of the Board of Directors of the Northern Pacific Railroad, held on the 10th inst., the following resolution was adopted: "*Resolved*—That the Northern Pacific Railroad locate and construct its Main Road to a point on Puget Sound on the Southern side of Commencement Bay, in Townhship 21, Range 3, east of the Wallemeth Meridien, and within the limits of the City of Tacoma, which point in said City of Tacoma is declared to be the Western terminus of the Northern Pacific Railroad."

☞ Ground was broken on the 4th inst. for the South Mountain and Boston Railroad at Blairstown, Warren County, N. J. This road will be a continuous line from Harrisburgh, Pa., to Boston. Speeches were made by ex-Governor Price, John I. Blair and a number of distinguished Jerseymen. The work of tunneling the embankment of the Pennsylvania Railroad at Metuchin, N. J. for the Easton and Amboy Railroad has been commenced.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Aug. 31, are: freight, $61,471 87; passengers, $37,331 02—total, $98,802 89.

Illinois Central Railroad.

The statement of this Company for the month of August, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,007.20	for	$15,641 60
Acres Interest Fund Lands Sold	.....	for	.....
Acres Free Lands Sold	120.00	for	1,080 00
Total sales during the m'th of August, 1873	2,127.20	for	$16,721 60
To which add Town Lot Sales	.....	for	....
Total of all	2,127.20	for	$16,721 60
Cash collected in August, 1873			$40,718 76

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$403,000 00	$87,350 00	$490,350 00
Passengers	112,760 82	40,207 90	152,968 72
Mails	6,375 00	3,059 24	9,434 24
Other sources	93,325 00	2,555 76	95,880 76
Tot'l Aug. '73.	$615,460 82	$133,172 90	$748,633 72
Total actual earn'gs, Aug., 1872	$653,768 14	$129,487 01	$783,255 15

☞ The following is the progress of the Hoosac tunnel for the month of August: From central shaft westward, 158 feet; west shaft eastward, 93 feet; total advance of headings, 251 feet; total length opened to September 1, 24,163 feet; rock remaining to be excavated, 868 feet—208 feet more than an eighth of a mile.

☞ The management and control of the St Joseph and Denver City Railroad has passed to a new Board of Directors, composed of large bondholders, and controlling a majority of the bonds. They are Jose F. Navarro, George D. Forrest, Laurence Mills, Thomas M. Smith, Edward W. Mealey, August T. Miller and Henry H. Butterworth.

☞ The President having accepted the recent surveys of the Southern Pacific Railroad, the issuing of land grants along the line of the route will soon begin. The company has forwarded a map of the road to the Interior department as a certificate of right of way and a basis for issuing patents.

☞ The Morrisania Railroad Company have commenced putting down a second track between the village of West Farms and the junction of Fordham avenue and Boston avenue, so as to make a double-track road between West Farms and Harlem Bridge.

☞ The Cumberland Valley Railroad Company having completed the "extension" between Hagerstown and Martinsburg, Va., regular passenger and freight trains will be run between Harrisburg and Martinsburg.

☞ The Lake Erie and Louisville Railway has just been formally opened from Lima to St. Mary's, making an entire line from Fremont of eighty-eight miles.

☞ The survey of the proposed line of the Grand Junction Railway has been completed from Quincy to Beardstown, Ill., and an effort will be made to commence operations at once.

OFFICE OF FISK & HATCH,
No. 5 Nassau-st., New York, Sept. 8, 1873.

☞ The CHESAPEAKE AND OHIO RAILROAD is now completed and in regular operation. To increase its Equipment, and perfect its Terminal facilities, and Deep-water connections with European Steam-ship Lines, and to accommodate the heavy **Coal and Mineral Traffic** together with the growing **Iron and Miscellaneous Local and Through Business** now pressing upon the Line, we are selling, on behalf of the Company, a limited amount of their **SEVEN PER CENT. GOLD BONDS,** secured by mortgage liens on the whole valuable property at 90 and accrued interest; $1,000 each, either coupon or registered, payable in gold coin, in New York City, principal and interest; interest January and July.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO;** price 88½ and accrued interest; denominations $100, $500, and $1,000, interest payable in New York May and November.

The property has cost already upward of $38,000,000; it is worth to-day a much larger sum, and is constantly increasing in value. We can recommend both classes of Bonds, which are selling rapidly, with great confidence.

We also continue to deal in **Government, and Central Pacific, and Western Pacific Bonds,** execute orders at the Stock Exchange for investment Stocks and Bonds, receive Deposits, on which we allow interest at the rate of 4 per cent. per annum, and conduct a general Banking business.

FISK & HATCH.

☞ The Bucksport and Bangor (Me.) Railroad is from three-fourths to four-fifths completed. The culvert masonry, with the exception of two or three small culverts, is all finished. About ten miles are now ready for the ties, and four to five miles additional are nearly ready. It is expected that the entire road will be graded this month. The iron has been purchased and the first cargo will be shipped this week, and all is to be delivered by the 15th of October. It is American iron, from the Allentown Mills, Penn. The work of laying the rails will be begun as soon as the first cargo arrives.

☞ Work is progressing on the military telegraph from San Diego, Cal., to Prescott and Tucson, in Arizonia. Twenty miles of the line south of San Diego were completed last week. Work will be commenced south of Prescott this week. Materials and equipment for 630 miles of telegraph are on the ground.

☞ The Camden and Manchester (N. J.) Railroad Company have obtained a controlling interest in the Kaighn's Point and Philadelphia Ferry, and the transfer will be made in a short time. The right of way is now being secured along the route of the road, and work will be commenced on the Camden end in a few weeks.

☞ Mr. H. W. Phelps has resigned the superintendency of the Springfield and Athol (Mass.) road, to take the contract, with G. W. Lobdell, for the tunneling of Chesnut Hill in Brighton. His successor will be George W. Phelps of Rochester.

Journal of Railroad Law.

RAILROAD COMPANIES—LAW OF CONTRIBUTORY NEGLIGENCE.

The facts in the recent case of Illinois Central Railroad Company *vs.* Slatton, (54 Ill., 133), are fully and clearly stated in the following opinion by—

BREESE J.—This was an action on the case brought to the Perry Circuit Court by Susan Slatton, administratrix on the estate of John W. Slatton, against the Illinois Central Railroad Company to recover damages for having caused the death of the intestate, by the negligent management of a train.

There were two counts in the declaration, one alleging that while deceased was using due care when alighting from the train at Tamaroa, the train was suddenly and violently started forward, by means of which deceased was thrown under the wheels, and injured so that he died.

In the other count it is alleged, that as deceased was about to alight from the train, using due care, he was violently pushed off by the servants of the company in charge of the train, whereby he was thrown under the wheels, receiving a fatal injury.

The general issue was pleaded and the case tried by a Jury, who found for the plaintiff, and assessed the damages for eleven hundred and sixty-six dollars.

A motion for a new trial was overruled, and judgment rendered on the verdict, to reverse which the defendants appeal.

There was much testimony heard, and, as usual in such cases, not entirely harmonious.

The rule of law need not be repeated, that to justify a recovery in this action the allegations of the plaintiff must be sustained by the evidence; and when the evidence in conflicting, the verdict must stand, unless it shall appear that, although it is conflicting, the weight is decidedly in favor of the defendent.

The first count charges as negligence on the part of the defendents, that while deceased was leaving the car, using due care, the train was suddenly and violently started forward, by means whereof he was thrown under the wheels, and so injured as to cause his death.

It cannot be claimed that the evidence tends, in the slightest, to substantiate this charge, no witness has spoken to that point, consequently, these allegations are not sustained.

The second count charges that the deceased was violently pushed off the train—by the servants of the defendants in charge of the train, whereby he was thrown under the wheels, and was injured fatally.

This case was put to the jury mainly on this count. The theory of the plaintiff evidently was that some employee of the company used force in putting the deceased off the train while it was in motion, and it was so put to the jury by the first instruction asked by the plaintiff.

If there existed reasonable grounds for the hypothesis of the second count, the civil authorities, indeed, the whole people of Tamaroa, were greatly remiss in their duty, in not pursuing the offender in order to his prompt punishment, for it was murder, most foul and terrible. It can not be possible that such a fiend was employed by this company in their service.

John W. Parlier in his testimony gives some color to this theory, and so does Robert Murray, a lad about sixteen years of age when the accident occurred, in a slight degree, when he says there was some man on the car platform behind deceased; thought it was some man belonging to the train—the brakeman or conductor; did not see him after deceased fell; when he first saw deceased, he was standing with one foot on the car steps and one foot on the station platform, with one hand on the railing; the man had on a cap, did not see any badge on it, thought he was a brakeman or conductor, had seen him pass through on the train before, several times; he (the man) was standing on the car platform; did not say or do anything to the deceased; saw deceased get off; thought he had one foot on the platform of the station; the train had moved sixteen or twenty feet. On his cross examination, he says the man was a low, heavy set man; he also says there were two cars behind the one he (meaning, evidently, the deceased) was on, and another, which would make three cars, when the proof is overwhelming, deceased came out of the car next forward of the last car.

It is fully proved that no employee on the train could have interfered with the deceased in any particular, unless, possibly Glassford, who states he did leave his station, which was on the front end of the last car, and got out on the station platform at Tamaroa, and passed through one or two cars to regain his position, and he testifies he did not see or touch any soldier getting off, or say anything to any one of them who got off at Tamaroa, and knew nothing of the occurrence until he was told of it by a soldier.

The second witness for plaintiff, Mr. Cogan, gives a very full and clear account of the occurrence, of which he was an eye witness. He says he saw deceased when he was injured; was within fifteen feet of him; was on the platform opposite to him, about six feet from him; when he fell he was in the car with the solders; saw him when he came out of the car, seemed to be feeble and held on to the railing of the car; as he came out of the car door a man took hold of his arm, apparently for the purpose of helping him off; he seemed to be aiding the deceased, and helping him to get off, saw no badge by which to distinguish him, as belonging to the railroad, saw him open the door and assist deceased to get off; deceased was holding on to the railing, and was holding on to it when he fell, the train was moving slowing when he came out of the car, seemed to be just starting when he came out; it was about noon. On his cross examination, he says there was nothing unusual about the conduct of the train, except that there was a large crowd of people on the platform; saw James, the brother of deceased, same day; when he first saw deceased, he was inside of the car; saw some men help ing him, who appeared to be friendly, deceased stepped down the steps, holding on to the railing with his hands, and got both feet on the station platform; he would not have got hurt if he had not held on to the railing after he got off the steps; held on to the railing with both hands, was pulled along twelve or fifteen feet when he fell down, think both feet were on the station platform.

It was agreed by the parties that Nelson Holt, the station agent, who was absent, would testify, if present, that he had a fair opportunity of seeing all that happened; that he knew the employees of defendants as were at that time running on the passenger trains passing Tamaroa; that the train in question stopped at the station more than the usual length of time, and not thrown or pushed off, or negligently jostled of by any brakeman or other persons employed on that train; or if done, witness did not see it.

We think this testimony overthrows the theory on which this case is based, and is so overwhelmingly in favor of the defense, as to demand from the jury a favorable verdict.

The evidence recited satisfies us that the deceased had got on to the station platform and still clung to the railing of the car steps, and by so doing was dragged to his death. This was no fault of the company. No negligence can be imputed to them unless it be shown that by bad management of the train, or careless conduct of their employees deceased was placed in a perilous situation. The proof is abundant that the train stopped an unusual time—for a time sufficient to enable the passengers to leave it safely. If the deceased did not avail of this opportunity, but chose to attempt to get off when the train was again in motion, and this without the direction or knowledge of any employee on the train, it was his folly, and the consequences of it must rest on him alone.

The testimony so greatly prepondering in favor of appellants, the verdict should have been in their favor. The court should have set it aside on the motion for a new trial. It was an error to refuse the motion.

For this error the judgment is reversed and the cause remanded.

Judgment reversed.

☞ The earnings of the Union Pacific Railroad for July, 1873, were $876,833 39, the expenses $437,182 02, and the net earnings $439,651 37. In July, 1872, the earnings were $743,382 43, the expenses, $357,840 17, and the net earnings $385,542 26—showing an increase in earnings of $133,450 96 with an increase in expenses of $79,341 85, making the increase in net earnings $44,109 11. From January 1 to July 31, 1873, the earnings were $5,459,809 66, the expenses $2,790,096 85, and the net earnings $2,669,712 81—showing an increase in gross earnings compared with 1872 of $874,810 52, and an increase in net earnings of $829,691 25.

☞ The commission appointed to examine and test plans for the introduction of steam upon the canals of this State will meet at Syracuse on Tuesday, October 14. Competitors for the award of $100,000 offered by the State are requested to have their respective boats at that point, loaded with two hundred tons and prepared for the final trial, which will be had between Syracuse and Utica.

☞ The Ohio and Mississippi Railroad Co., which is now operating four hundred and seventy miles of railroad west and southwest of Cincinnati, have closed negotiations by which they will open a route from that city to Chicago the first of next November. They are building a line from North Bend to White Water Valley, a railroad which is to form a part of the new route.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$4,892,026	$4,322,509
" cotton...	2,678,110	2,113,249
" silk	3,249,390	2,488,989
" flax	1,392,450	1,273,310
Miscellaneous dry goods..	965,966	752,446
Total entered for consump	$13,172,942	$10,950,503

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool.....	$5,500,883	$2,816,798
" cotton ...	2,245,739	819,622
" silk.....	1,715,909	1 098,343
" flax	856,523	753,785
Miscellaneous dry goods..	360,717	141,513
Total withdrawn from warehouse	$10,679,771	$5,630,061
Add entered for consump	13,172,942	10,950,503
Tot. thrown on the market.	$23,852,713	$16,580,564

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$4,018,332	$2,302,368
" cotton ...	1,261,432	541,932
" silk.....	1,790,475	944,404
" flax	625,018	453,188
Miscellaneous dry goods..	187,639	153,144
Total entered for wareh'g.	$7,882,896	$4,395,036
Add entered for consump	13,172,942	10,950,503
Total entered at the port.	$21,055,838	$15,345,539

The imports of foreign dry goods at New York for eight months ending with August, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$17,244,125	$17,710,128
" cotton	15,639,941	14,934,462
" silk ..	19,534,430	13,577,101
" flax ..	9,141,230	8,127,964
Miscellane's dry goods.	6,941,437	5,054,230
Total entered for cons'p.	$68,501,163	$59,403,885

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$12,634,966	$10,959,295
" cotton..	6,488,194	6,666,590
" silk	6,916,232	6,845,347
" flax	4,555,993	4,884,836
Miscellaneous dry goods.	1,433,786	1,297,402
Total withdrawn from warehouse	$32,029,171	$30,653,470
Add entered for consump.	68,501,163	59,403,885
Total thrown on the market.....	$100,530,384	$90,057,355

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$15,790,062	$10,734,968
" cotton..	7,116,080	5,953,053
" silk	8,584,183	6,452,904
" flax	4,968,648	4,090,010
Miscellaneous dry goods.	1,973,128	1,348,991
Total entered warehouse.	$38,432,101	$28,579,926
Add entered for consump.	68,501,163	59,403,885
Total entered at the port.	$106,933,264	$87,983,811

☞ The New York and Oswego Midland Railway Company are about to issue bonds to the amount of $35,000,000, a consolidated mortgage for this amount having been made to the Mercantile Trust Company, and filed September 1.

☞ The contract has been let for grading fifty miles of the Iowa Pacific road, east from Sac City toward Fort Dodge, to Ingersoll & Phelps.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 31st August inclusive, during the years 1872 and 1873, was as follows:

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1872 ...	66,000	3,500,500	16,013,600	401,500
1873....	66,900	8,901,100	8,419,800	27,000
Inc...	900	5,400,600	*7,593,800	*374,500

* Decrease.

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a deficiency equal to 1,080,020 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of August, in the years indicated:

	1871.	1872.	1873.
Canal opened—	April 24.	May 13.	May 15.
Flour, bbls.	142,900	66,000	66,900
Wheat, bushels...	8,143,600	3,500,500	8,901,100
Corn, bushels ..	13,292,400	16,013,500	8,419,800
Barley, bushels.	71,500	401,500	27,000
Oats, bushels...	183,200	319,400	67,800
Rye, bushels....	1,637,800	4,369,500	2,105,400
Malt, bushels...	726,000	654,700	551,100
Feed, lbs.....	4,231,600	4,218,000	4,966,700

Heberlein Brakes.

The London *Railway Times* says it appears from official reports of trials of these brakes upon various continental railways that on the Imperial Austrian Empress Elizabeth West a passenger train engine, with tender and train of six carriages, four of which were fitted with the common screw brakes, had been converted on the Heberlein system. The engine used on all the trials had four coupled wheels, and weighed, with tender, 50 tons, the train of carriages weighed 43 tons. Trial No. 1.—Speed, 30 miles an hour. The common brakes were applied by six experienced men, and the train stopped in 35 seconds, at a distance of 320 yards. Trial No. 2.—The engine driver applied the brakes, and the train stopped in 15 seconds, at a distance of 180 yards. On an incline of 1 in 100, speed 30 miles, it stopped in 22 seconds, in a distance of 194 yards, and at a speed of 35 miles in 22 seconds, in a distance of 224 yards On the Imperial German Alsace an engine, with tender, was fitted with Heberlein brakes, a guard's brake was also fitted, with a passenger carriage without any brakes; speed 35 miles an hour, on an incline of 1 in 666, stopped in 148 yards; second trial, on a level, speed 55 miles per hour, stopped in 200 yards after brakes were applied; third trial, on 1 in 100, speed 53 miles an hour, ran after the brakes were applied 250 yards. On the Swiss North Eastern the results of trials were that the train, at a speed of between 50 and 60 miles an hour, was on each occasion stopped within a distance of from 700 to 800 feet, and in between 16 and 20 seconds. On the Hesse Ludwigs, at all the trials, it was found that the momentum of the train was almost entirely overcome in from 6 to 8 seconds, and the train was brought slowly and gradually to standstill.

☞ The Keystone Bridge Company, of Pittsburg, Pa., has the contract for the iron superstructure of the bridge which the Pennsylvania Railroad Company is building across the Monongahela at Port Perry. This bridge will cost about $500,000.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 30, at 515,590 tons, and for the coal year 12,846,336 tons, against 12,481,245 tons to corresponding time last year, being an increase of 365,091 tons. The bituminous tonnage for the week is 70,002 tons, and for the year 2,059,223 tons, giving a total of all kinds for the week of 585,592 tons, and for the year of 14,905,559 tons, against 14,322,736 to same time last year, being an increase of 582,823 tons.

☞ The earnings of the Central Pacific Railroad for the month of August, 1873, were $1,258,500, against $1,271,629 in August, 1872, and $1,006,373 in August, 1871. For the first eight month of 1873 the earnings have been $8,791,053 against $8,052,755 for the first eight months of 1872, and $5,920,555 for the first eight months of 1871—an increase this year over 1872 of $738,298, and over 1871 of $2,870,501.

The gross earnings of the Denver and Rio Grande Railway for the month of July, 1873, were $39,300 53, the expenses $19,364 15, and the net proceeds $19,936 38—an increase in gross earnings over July, 1872, of $10,635 79, and in net earnings of $9,673 15.

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ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

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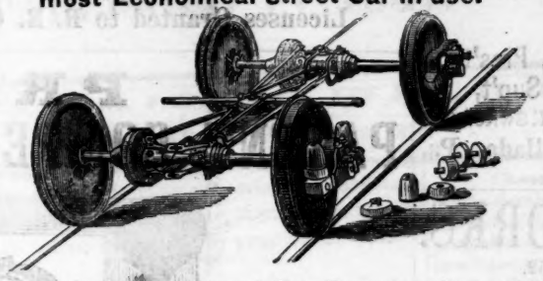

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HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL, OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,
Agent and Treasurer.

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THE WHARTON

Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R. R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2353, Phila.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

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This old established firm continue to build all kinds of Freight Cars to order.

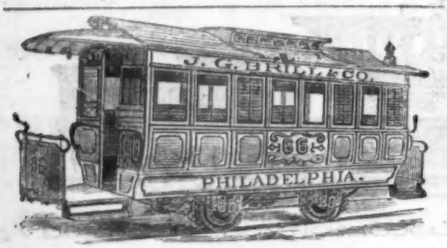
Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small.



MANUFACTURERS OF

Street and Narrow Gauge Cars.

CARS BUILT IN SECTIONS FOR SHIPMENT.

Works and Office, one block from Penn. Cent. R. R. Depot,
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EDWARD J. ETTING,

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MANUFACTURERS' AGENT FOR THE SALE OF

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RAILROAD IRON

Of every Size, Weight and Pattern.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Iron Received on Storage, in Bond or Free, Weighed and Delivered. Wharf connected by Track with Philadelphia and Reading Railroad.

Special attention paid to the Purchase and Sale of Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

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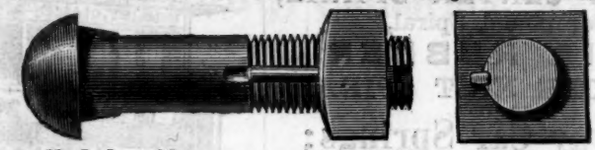
THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

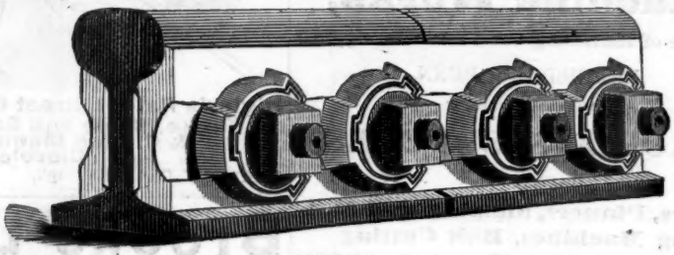
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

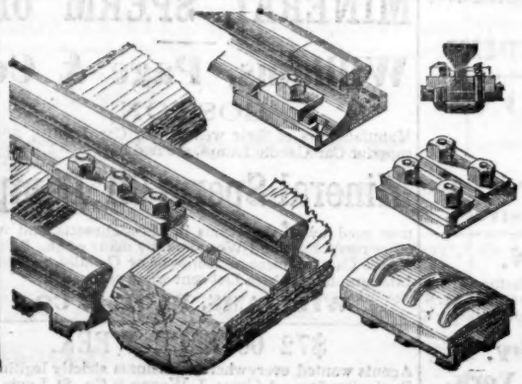
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT Wrought Iron RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.